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NORTHWEST OTTAWA COUNTY**

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Author's Note

More than a dozen years ago, I began work on a systematic “biographical dictionary” that would provide sketches of the lives of people who contributed in large ways and small to the culture, economy, and quality of life of Northwest Ottawa County. I didn’t realize I had undertaken a project without end, that it is a continuing work in progress, an evolving organism. The *People Directory* has grown to include biographical sketches of thousands of people who lived in this area between the eighteenth and the twenty-first centuries. While the *People Directory* is not a complete census of everyone who ever resided in Northwest Ottawa County, it is far more extensive than I ever thought possible. To complement the biographies, I recorded where those people lived and worked in *Directory of Buildings and Sites*, followed by *Directory of Businesses, Industries, and Other Organizations*, which summarized the life spans of the hundreds of manufactories, retail stores, and non-profit groups in which area residents worked. The fourth book, *Directory of Historical Topics*, presents a small encyclopedia of local history. Each directory supplements the others, and together they provide a detailed history of Northwest Ottawa County. Each revision since the first printing in 1999 included additions and corrections, many based on information received from dozens of families.

The 2012 edition is graciously funded by a grant from the William Middlemist Drake Heritage Fund, administered by the Tri-Cities Historical Museum, the second time it has supported a printing of the *Directories*. I am also thankful to the Grand Haven Area Community Foundation for its generous financial support in making the initial printing in 1999 a reality. These grants allowed the *Directories* to be distributed to schools in the Tri-Cities area for use by students studying local history. Alice Seaver and Joan Humphreys Bergbower merit considerable credit for assistance in gathering many names for the first printing of the *People Directory*. For the inaugural *Business Directory*, credit goes to Don Foster, who found a considerable amount of valuable information at the Tri-Cities Chamber of Commerce Loutit Library and the Tri-Cities Historical Museum deserve my gratitude for providing access to their extensive records and resources. The library maintains an excellent free web site that offers easily-accessed genealogical and historical data, including virtual editions of the four *Directories*. Similarly, I used Ottawa County GenWeb extensively, and thank Evelyn Sawyer and the other volunteers who laboriously entered an astounding amount of statistical and biographical information. I convey deep appreciation to Chuck Rycenga II, who lent me his rare copy of the 1908 *Grand Haven City Directory*, the earliest edition I have seen. A source that both records and stores history is the *Grand Haven Tribune*, available on microfilm at Loutit Library. Special thanks to Jane Ewing, whose eye for layout and design gave the directories a fresh and appealing look.

In this *Topics Directory*, entries are presented in alphabetical order. The Table of Contents at the front of the book functions also as an Index. References at the end of a topical entry cite the source for some of the information, and brackets after a name, date, or address show alternate spellings or data that I have discovered. *Tribune* refers to the *Grand Haven Tribune* or one of its predecessors, and *Chronicle* is a reference to the *Muskegon Chronicle*. Many of the entries that have no citation came from data found on the Internet or from isolated scraps of information. The bibliography lists my major resources.

Wallace K. Ewing

AN ALPHABETICAL DIRECTORY OF HISTORICAL TOPICS

AGGREGATES

The series of glaciers that crept down from the north many millennia ago bulldozed the rock and ground it into large deposits of gravel and sand, referred to as aggregate. As the need for paved roads grew with the expansion of the automobile industry, so did the demand for aggregate, one of the essential ingredients for concrete. One company organized locally for that purpose was Construction Aggregates, initially called Construction Materials Corporation. Three men from Chicago guided the destiny of this company since it was founded in 1907: Mandel Sensibar, founder; his son, Jacob R. Sensibar, President from 1911 to 1964; and another son, Ezra Sensibar who succeeded Jacob and became President and Chairman. In 1922 the company purchased a large amount of property eleven miles up the Grand River at Bass Creek, which constituted a vast area of gravel beds. In 1923 the owners of Construction Aggregates located their plant on sand-filled marshland along the Grand River in Ferrysburg. The company screened and graded gravel for more than 100 specifications and sold it to the road building and contracting industry.

By 1965 Construction Aggregates was the largest Great Lakes shipper of sand and gravel, and the area rumbled with activity from spring to late fall. William Dawes, Plant Manager of the plant at that time, said the firm employed 92 persons. The processing operations ran three shifts daily, according to James E. Milas, former General Manager. The plant processed four basic types of materials: concrete gravel, concrete sand, foundry gravel, and foundry sand.

In 1977 the company sold its gravel screening plant and marine dock area along the Grand River in Ferrysburg, just west of U.S. 31, to Verplank Coal & Dock and C-Way Construction. Verplank planned to use part of the site for storage, while C-Way would move from its location in Ferrysburg to the new site. The screening plant eventually was razed.

Tom Johnston Gravel Co. was founded in 1921 by Thomas F. Johnston I and Captain Duncan McDonald, with partners by the name of Henning, Henning, and Donahue. [Tom Johnston I married Grace Henning.] McDonald died about 1938. The company changed in 1947 to a partnership between Tom Johnston I and Tom II, who became sole owner in September, 1948, following his father's death. The firm owned large gravel beds up the Grand

River, and operated tugs and barges to bring the gravel to a plant on Pine Street in Ferrysburg where it was screened and graded before being sold to road building and contracting industries. It employed six persons. The sudden death of Tom Johnston II, sole owner of the gravel plant, on August 5, 1959, brought a change in responsibilities for Harold Scholtz, a brother-in-law of the 38-year-old businessman, who had suffered a fatal heart attack. The last gravel run on the Grand River was made in 1967.

Another large operation was the Kinney Sand Company. Started in 1924, its name was soon changed to Standard Sand Company. Located at Rosy Mound on Lakeshore Drive south of Grand Haven, the company mined sand to be sold to foundries and railroads. The sand in more recent years was hauled out by truck, but in the early years a railroad spur was laid along side the sand dune and trains were used to transport the high-quality sand. The company employed about six people.

AMERICAN INDIANS

See Native Americans.

ANAGLYPH

See Brass River and Sundial.

BANK ROBBERY

Grand Haven's only armed bank robbery took place at the Peoples Bank on the corner of Washington and Third Streets in downtown Grand Haven. On August 18, 1933 at 2:55 in the afternoon Edward Bentz, Jimmy "Baby Face" Nelson, Chuck Fisher, and Tommy Carrol walked into the bank. They must have looked suspicious, because shortly after they walked in bank teller Art Welling pressed a foot alarm. The alarm sounded in the Grand Haven Furniture store next door. Hearing the alarm Edward Kinkema and Chuck Bugielski responded by grabbing guns and going to the street to meet the robbers as they came out of the bank. Kinkema met the getaway car driver, pointed his shotgun and ordered him out of the city. Apparently the man, known only as "Freddie," did as he was told. In the meantime the robbers were spooked by people gathering in the street, who were curious as to why the bank appeared to be closing early. Taking bank employees with them the robbers went out the back door to be met with gunfire from Kinkema and Bugielski. The confusion that resulted gave Fredrick C. "Ted" Bolt the opportunity to try to

wrestle the gun away from the outside man, Earl Doyle. The rest of the robbers fled down Third Street and commandeered a Chevrolet driven by a woman, with a woman and three children as passengers. The robbers then made their getaway in the stolen car. Doyle was shot twice when Kinkema charged in to help Bolt confiscate Doyle's gun. Inside the bank, Julius Pleines, Peter Van Lopik, John Lindemulder, and William Pellegrom were injured by gunfire. The only other man captured in the Grand Haven Bank Robbery was Theodore Bentz. Bentz, whose testimony was supported by his brother Ed, denied that he had participated in the robbery, but he was convicted nevertheless. [Adapted from a narrative written by Dr. David Seibold.]

BANKS

Edwin L. Fuller, a local lumberman, started Fuller & Company in 1859 as an association of lumbermen and bankers that was described as a "banking and exchange business." The company's office was on the southwest corner of Clinton and Harbor [Lot 2].

Even earlier was the Ferry & Son banking business, which was started in the mid-1850s by Rev. Ferry and his son Thomas White Ferry. Thomas Stewart White was Cashier of the Ferry firm from 1859 to 1863, followed by Henry G. Bigelow. The bank operated out of the Ferry & Son building on Harbor Drive, near the later location of One South Harbor and not far from the Fuller building. The purposes of the Ferry banking firm were to purchase and sell domestic and foreign currency, exchange state banknotes at discount, and collect commercial accounts. Deposits were not considered essential to the banking enterprise. The bank's hours were 7:00 a.m. to 9:00 p.m. The Ferry & Son bank was liquidated in August, 1871, when the First National Bank was formed and continued to operate at the same site on Harbor. The officers in 1891 were Edward P. Ferry, President; Dwight Cutler, Vice President; and George Stickney, Cashier. Directors were Stephen Munroe, Thomas Stewart White, Sherman H. Boyce, Hunter Savidge, and Healey C. Akeley. The new bank had a starting capital of \$100,000, which doubled in size by the end of the first year of operation. By 1891 the officers were Dwight Cutler, President; Nelson R. Howlett, Vice President; George Stickney, Cashier; and Directors were the officers plus William Savidge, John A. Pfaff, George A. Farr, Nat Robbins V, Sherman H. Boyce, and Dwight Cutler II.

In 1891 the Directors decided not to renew the bank's charter, and a new organization, the National Bank of Grand Haven, assumed its assets. Dwight

Cutler continued as President; Nelson R. Howlett became Vice President; and George Stickney remained Cashier. Other Directors of the newly formed bank were Dwight Cutler II, William Savidge, Charles E. Wyman, George W. A. Smith, George Farr, and Sherman H. Boyce. Stickney resigned in 1901, the same year that the older Cutler died. Howlett then took over the position of President, Farr became Vice President, and D. C. Oakes of Coopersville was named Cashier. Oakes died in 1903 and was followed by Marvin W. Turner, who resigned three years later. William D. Van Loo was his successor. A savings department was added in 1901.

A new organization, called the Grand Haven State Bank, constructed a small building at 218 Washington in 1901 and opened for business in January, 1902. On February 19, 1910 it merged with the National Bank of Grand Haven. Joseph W. O'Brien, President of National Bank, was named to head the new organization, William Savidge and Elbert Lynn were Vice Presidents, and Bernath P. Sherwood I of Allegan was Cashier. Directors were Gerrit J. Diekema, W. H. Beach, Herman F. Harbeck, Koene T. Vanden Bosch, J. Veneklassen, Thomas Johnston, Nat Robbins, George A. Farr, Marion C. Sherwood, John Pfaff, and C. Ver Schure, in addition to the officers. The new bank moved across Washington Street to new facilities at 223 Washington on June 3, 1911. Much larger Doric columns at the front of the new building replicated the small pillars next to the doorway at 218 Washington. Both these architectural features remained visible as recently as 1999. Bernath P. Sherwood eventually became President of the Bank, a post he held for many years. Grand Haven State Bank went through a series of name changes: Security First Bank and Trust in 1963; Pacesetter in 1972; and Pacesetter Bank in 1982. Two years later Grand Haven Pacesetter Bank was acquired by Old Kent Bank of Grand Rapids, which more recently was renamed Old Kent West. Then, in 2001, Old Kent merged with Third Fifth Bank and adopted that name. Following the move of the Post Office [Federal Building] from the northwest corner of Washington and Third streets to its location on the southwest corner of Washington and Fourth streets in 1966, Pacesetter bought the vacated property, razed the old Federal Building, and expanded the bank's facilities from the original location at 223 Washington east to Third Street and north to Columbus.

Jacob L. Dornbos, Cashier at the National Bank of Grand Haven, and Frederick F. Peabody, a manufacturer and resident of Spring Lake, saw the

need for another bank in addition to Grand Haven State Bank. In response to that need, Peoples Savings Bank was organized in 1909, but didn't start banking until February 9, 1910, after purchasing the property at the southeast corner of Washington and Third Streets from the estate of lumberman Dwight Cutler. Dr. Edward Hofma was an original organizer and the institution's first President, and Thomas Hefferan, William Thieleman, and Derk Baker were its first Vice Presidents. Dornbos was named Cashier. Other Directors were Walter I. Lillie, Charles E. Soule, Gerrit L. Dornbos, John J. Bolt, George D. Turner, Jay F. Johnston, and Edward H. Story. John J. Bolt's son, Ted, became associated with the bank and became its President. The bank started with assets of \$88,896.10, and after only four months it had deposits of \$136,000. Initially all records were maintained by hand posting, and there were only three employees when the bank started. Its first year's deposits were \$260,000. By 1954 deposits totaled over \$8,000,000, and on June 30, 1987 the bank's semi-annual report showed assets of \$152,730,000. In 1954 there were 23 employees. In 1962 Peoples Bank and Spring Lake State Bank merged. Two years later a branch bank was opened on Robbins Road, and in 1968 another branch was opened on Fourth Street. On February 10, 1958 the *Grand Haven Tribune* reported that the State Banking Department had officially approved a name change from "The Peoples Bank of Grand Haven" to "The Peoples Bank and Trust Company." The same newspaper on August 10, 1987 noted that the bank was being renamed once again, this time to the name of its new parent company. "*We will be changing our name to NBD Grand Haven,*" bank President Fred Van Bemmelen announced. "That comes primarily from our affiliation with NBD Bankcorp and from the bank board of directors' decision to widen the banks operating area." The main building on Washington Street was completely remodeled and enlarged in 1980, the same year the Ferrysburg office was opened.

In 1913 Spring Lake Village residents felt they were prosperous enough to have their own banking facility. A group raised the \$25,000 required by law at that time to organize a bank, and a charter was granted by the Michigan Banking Commission in February, 1914 to Spring Lake State Bank. Original officers were Aloys Bilz, President; George W. Christman, Vice President; Thomas Johnston, Vice President; and Milton Morse, Cashier. Other directors included Paul F. Markhoff, Herman F. Harbeck, and Leroy Heath. Their first offices were shared with Bilz's Bicycle Shop at 304 West

Savidge, furnished with only two borrowed roll-top desks, a counter with chicken-wire openings, and a safe. Later the bank moved to 210 West Savidge, where the Michigan State Police had offices on the second floor. In 1954 the bank moved again, this time to the northwest corner of Buchanan and Savidge Streets. On July 2, 1962, the bank merged with the Peoples Bank and Trust.

On July 2, 1962 Peoples Bank & Trust Company of Grand Haven merged with Spring Lake State Bank to make the combined assets total \$19,500,000. The new banking institution operated under the charter of the Peoples Bank and Trust Company and was known by its corporate name.

BOARD OF TRADE

By the end of the 1890s, as a growing and prosperous country turned toward a new century and new hopes, the economy in Northwest Ottawa County looked grim. The towering white pine trees were gone, and with them went the "lumber barons," the sawmills, the planing mills, the shingle manufacturers, and the many related enterprises. Other types of industry had closed, as well, including Grand Haven Wagon Works in 1891; Grand Haven Furniture in 1895; Globe Match Co. in 1897; Richter's Tannery and the Spring Lake Basket Factory in 1898; American Mirror and Glass in 1899; the Cutter Factory and the Sterling Furniture Company in 1900. Workers follow job opportunities, so many of local men left the area in search of better employment. The population of Grand Haven, which had peaked in 1890 at more than 5,000, by 1900 had declined to less than 4,800. Spring Lake Village and Township saw an even sharper drop, from 3,424 to 2,481. The need was obvious and the solution clear: seek new industries that were not dependent on local timber and persuade them to open shop in Northwest Ottawa County.

With that goal in mind, in early 1900 a group of local community leaders formed the Grand Haven Board of Trade, which for the next twenty years adhered to its mission of pumping up the local economy. At various times the Board included James Armstead, William Connelly, George Farr, Herman F. Harbeck, Thomas Johnston, J. Edgar Lee, George McBride, John Pfaff, Nat Robbins, George W. A. Smith, William Thieleman, and Dudley Watson, all business and community leaders of their era. The Board also was referred to as the Improvement Association. It was able to purchase large land parcels for industrial development. For instance, in 1906 the Board approved purchase of the Dykema property north of Fulton. This acreage

became the site of some of the largest plants drawn to the area.

The Board had an early and significant success when it secured the Story & Clark Piano Company, its first major industrial addition. Construction of a new factory for the piano maker began in December, 1900 along the west side of First Street, between Columbus and Fulton Streets. It was convenient to ship and rail and a plentiful supply of willing workers. Production started the next year and operations were in full swing by 1902.

On February 1, 1903 ground at 1433 Fulton Street was broken for another manufacturing business brought in by the Board of Trade. Some months earlier J. Edgar Lee and another officer of a Chicago-based company made a visit to West Michigan hoping to relocate their plant. The year-old Story & Clark building was one of the first sights to greet them as they disembarked from the boat, and they liked what they saw. After journeying to Muskegon to consider a possible site there, they returned to Grand Haven for the trip back to Chicago, spent the night at the Cutler House, and there were met by members of the Board of Trade who chatted awhile and then took them to a factory site on the northwest corner of Fulton and Beechtree. After some correspondence and negotiations, the men agreed to move their firm to Grand Haven from Chicago, where it had been in operation since 1870 under the name of Shneidewend & Lee and then reorganized as the Challenge Machinery Company in 1893. Challenge was recognized as one of the world's largest manufacturers of printing machinery and accessories, as well as the leading producer of precision surface equipment for the machine industry.

As another example of its success, in 1910 the Board of Trade induced the Fountain Specialty Company to move here from Indiana. Started in Chicago by C. W. Cushman as a small concern, John Nash, also of Chicago, became interested in the company and in 1918 merged it with the Bastian-Blessing Company, then located in the Windy City. The merger made the resulting 75,000 square foot plant in Grand Haven the world's largest producer of soda fountains and food service equipment.

Leather tanning was another industry that developed locally, primarily because of the availability of products used in the tanning process. Sheldon's Tannery was given credit for being the first manufacturing business to open in Grand Haven. It started producing tanned hides in 1838, less than four years after the first permanent white settlers had

landed at Rix Robinson's warehouse on the Grand River. When the company that descended from Sheldon's Tannery went bankrupt in 1901, it was taken over by the Eagle Ottawa Leather Company.

Started in Chicago in 1865 as the Eagle Tanning Works with a capital stock of \$100,000, this company in late 1900 and early 1901, with \$4,000 in financial encouragement from the Board of Trade, purchased the physical assets of the Grand Haven Leather Company and the Eagle Tanning plant in Whitehall. During 1910 Arend J. Nyland II resigned from the tannery and William Hatton, newly appointed as General Manager, the next year began production of upholstery leather. Also in 1910 the name of the firm was changed to the Ottawa Leather Company.

The origin of Keller Tools dated to 1893 when Julius Keller, then head of the Philadelphia Pneumatic Tool Company, built a pneumatic chipping hammer. This development was soon followed by the introduction of a riveting hammer. Both of these tools were built in very limited quantities until the demand for them indicated that pneumatic tools would play an important part in American industry. Recognizing this, Keller in 1912 moved the company from Philadelphia to Fond Du Lac, Wisconsin. In the summer of 1916, William Connelly, then Secretary of the Grand Haven Board of Trade, overheard a telephone conversation in Chicago about a firm in Wisconsin needing a new plant, but also needing capital. This was the Keller Pneumatic Tool Company in Fond Du Lac. Returning home he located four men willing to risk the necessary capital and purchase 49% of the stock. The investors were William Loutit I, Nathaniel Robbins V, Bernath P. Sherwood II, and William Hatton. The contract ripened in the fall of 1916 and the Board gave Keller \$5,000 and five acres on Fulton Street. Coming here as the Keller Pneumatic Tool Company in 1917, the name was changed in 1921 to William H. Keller, Inc. and in 1944 to the Keller Tool Co., until its merger with Gardner-Denver in 1954.

Clearly, the Board of Trade was eminently successful in its aim of bringing a new economy to the area. Around 1916 its work was continued as the Chamber of Commerce and later as the Association of Commerce and Industry.

More information on each of these firms and others, can be found under the heading "Manufacturing Industries."

BOARDWALK

The boardwalk, a pedestrian path connecting Chinook Pier with the south pierhead, officially opened to the public on August 18, 1984. A committee headed by Ken Formsma of Grand Haven raised the necessary funds from private and corporate donors, and grants from the Loutit Foundation and the federal government. A total of 1,352 feet of wooden planks were added to the existing concrete revetments to complete the two and a half mile walk. The Boardwalk was one of many improvements to Grand Haven's waterfront.

BRASS RIVER AND SUNDIAL

The Brass River anaglyph and Sundial sculpture are focal points of William M. Ferry Landing, a small park located between the Tri-Cities Historical Museum and the Chamber of Commerce Building at the foot of Washington Street on Harbor Drive. The community dedicated the site in 1985 as an enduring tribute to Ferry, Grand Haven's founder, who arrived with his family on November 2, 1834 from Mackinac Island. The original concept for the park came from Dr. William Creason and Dr. David Seibold. Ferry's Landing was designed by Alvin Jacobson, President of Grand Haven Brass Foundry, and created on a voluntary basis by foundry employees. It was cast in 368 separate sections and set in a permanent bed of pebbles. The Brass River design mapped out the geographic placement of the Grand River and its tributaries. The Grand River begins at Grass Lake in south central Michigan and ends on the east shore of Lake Michigan.

At the center of Ferry's Landing was a six-foot verdigris brass sundial. The sundial rested atop a circular base of brick and stone.

Historically, the Grand River and its tributaries played a vital role in the economic development of the early settler's culture. It was used for transportation, fur trading, and lumbering, and it provided an important link with the rest of the world. Grand Haven was born on the waterfront. Its reason for existence was the harbor, which sheltered ships, carried goods, and provided work opportunities for area residents.

BRIDGES

144th Avenue Bridge

Float bridges occasionally provided an inexpensive and convenient way to cross a body of water. In this case, a float bridge spanned Deremo Bayou in order to link Boom Road and Battle Point. The bridge was built in 1871 by Andrew Jackson Hale, who bolted pine logs and planks. The bridge was used by

pedestrians and livestock and later by automobiles. The Ottawa County Road Commission in 1946 closed the bridge to vehicle traffic, but it continued to be used as a pedestrian bridge into the 1970s. Hale, a carpenter and farmer in Crockery Township, also built barns and houses.

Bowen Bridge

See Petty's Bayou Bridge.

Deremo Bayou Float Bridge

About 1871 a float bridge spanned Deremo Bayou between Spring Lake and Crockery Townships. Andrew Jackson Hale built it of pine logs designed to float with the rise and fall of the water. The 100-yard structure was weakened by automobiles, and it was removed about 1946.

Eastmanville Bridge

Before there was a bridge the Grand River at Eastmanville was crossed by means of a "chain ferry." The ferry had a sprocketed wheel on one side fitted for chain links. Turning the wheel moved the ferry across the water. The one-way cost on the ferry for a team and wagon was 15 cents, or 25 cents round trip. Pedestrians traveled free, if they happened to catch the ferry when it was about to make a crossing. Otherwise, they could pay five cents to rent a rowboat. The ferry was a private enterprise. Adam Wagner ran it from 1868 to 1882. By 1892 John Wagner was the proprietor, and he hired Ralph Wait to operate the ferry for \$1 a day. Any fares Wait collected after 6:00 p.m. or all day Sunday were his to keep. After four or five years his father, Peter Wait, took over the job. Other ferrymen were a Mr De Bruyn, Allen and Arthur Hamilton, Vet Smith, John Bush, Peter Griman, George Siekman, and John Piso. Piso, who was born in The Netherlands about 1857, built a hut for protection against the elements.

The first permanent span at Eastmanville was a 512-foot swing bridge, built in 1917 at a cost of \$39,000, an "overrun" of \$25,000. The Road Commission paid an operator \$150 a year to tend to the swing bridge. While it was being built a ferry was operated a mile east by Oscar H. Schilling, and a temporary bridge was put in by residents of Eastmanville. Schilling, a native of Germany, was born around 1876. Local residents mounted a major celebration the day the swing bridge was dedicated. Later the bridge was repaired at a much greater price than what it originally cost to build. In the early days of its existence the bridge was opened quite frequently, but as river traffic slowed, the mechanism eventually rusted shut. Simon Lieffers

was keeper of the bridge, and every night he hung a lantern on it. The bridge was replaced in 1968 at a cost of \$647,213. It was rebuilt again in 1998.

First Street Bridge

See South Channel Bridge.

Interurban Bridge

See U.S. 31 Bridge.

Lake Michigan Drive Bridge

A ferry transported traffic traveling the Bridge Street Road across the Grand River in Allendale Township until a 21' wide bridge was opened in 1926 at a cost of \$75,000. The ferry was slightly down river from the site of the later bridge, and the fees were 20 cents for a motor vehicle, 15 cents for a one-horse cart, and five cents for pedestrians. The road from Grand Haven Township to Grand Rapids became a part of the state highway system, referred to initially as M-50, later as M-45.

Lloyd's Bayou Bridge

The most recent bridge was constructed after World War II. An earlier span was called the "Grape Vine Bridge," because discarded trimmings from the nearby grapevines were used for fill to build up the south approach to the channel. Local Native Americans referred to Lloyd's Bayou as the little bayou and Spring Lake as the big bayou.

Millhouse Bayou Bridge

With the improvements of the roads, the use of bridges became increasingly important. In 1914 a \$2,000 bid was accepted to build a 24-foot steel bridge across Millhouse Bayou, as part of Peach Plains Road. A series of problems delayed completion of the span until summer of the next year. By 1925 that bridge had to be replaced.

Petty's Bayou Bridge

The bridge over Petty's Bayou in Spring Lake Township, constructed in 1947-48, was named for Carl Bowen, who worked for the Ottawa County Road Commission for 35 years and directed the bridge project. Its construction cost \$237,000. It was dedicated in Bowen's name on June 24, 1949. In 2000 it was designated an "Historic Place" on the National Register. It replaced a float bridge that was in place before 1900. During the first half of 2008 the bridge was replaced by a wider, stronger span at an estimated cost of \$2.6 million.

Potawatomie Bridge

The first permanent span over the outlet from Potawatomie Bayou into Grand River opened about

1905. It was constructed by the same company that built Stearns Bayou Bridge.

Railroad Bridge

As early as 1858 a railroad swing bridge was constructed connecting Spring Lake and Ferrysburg with the north bank of the Grand River and the town of Muir, opposite the foot of Washington Street. Twelve years later the track was rerouted across the river and into Grand Haven. The later bridge continues to carry railroad traffic today.

Smith's Bayou Bridge

In November, 1972 a \$400,000 bridge was opened over Smith's Bayou in Ferrysburg. At least two bridges preceded the latest one. An 1878 map shows a bridge was in place then and a postcard dating to about 1910 reveals a permanent post and beam one-way span. The bayou was named for Hezekiah Smith, a freed slave from Kentucky. Smith settled in the area in 1847 and raised peaches and apples. After his departure, marl was discovered and excavated for use as fertilizer. Excavation helped enlarge the bayou.

South Channel Bridge

The first bridge to provide passage over the South Channel from the City of Grand Haven to Harbor Island was constructed in 1872. By that time businesses such as the Kirby Shipyard, Mechanics Drydock, Fletchers Sawmill, and Emlaw Sawmill were located on the Island. The first bridge tender appointed by the City Council was Silas T. Wood, who received \$30 a month for his services. The swing bridge extended from the junction of First and Elliott Streets to Harbor Island. The wooden structure was replaced in 1933 by another post and beam span, apparently utilizing materials that had been salvaged from the Interurban bridge that crossed the Grand River from the north end of Seventh Street to Spring Lake. The new channel bridge ran from the north end of Third Street to the Island. At one time South Channel was deep enough to allow boats to pass, but by the 1930s it had become too shallow for that purpose. The second bridge was condemned and replaced around 2000 with a wider and sturdier span. [*Tribune* article, "South Channel Bridge," March 4, 1933.]

Spring Lake to Ferrysburg Bridge

The first bridge to cross the channel between Spring Lake and the Grand River was constructed about 1858, when passenger and freight trains came to the area. A new swing bridge, running parallel and close to the railroad bridge, was constructed in 1880 for vehicles and pedestrians. The swing section was

128 feet long and cost \$2000. The full cost of the bridge was \$2798.66, paid for by Spring Lake Township. It was made of wood posts and steel beams and had a shelter for the bridge tender. A third span, called the Jack-knife or bascule bridge, opened on May 14, 1921 replacing the wood and steel bridge. The new bridge connected M-11 [U.S. 31] and M-16 [M-104], which was the state designation for Savidge Street. It was replaced in the mid-1950s when U.S. 31 was improved and the Grand River bridge replaced. [*Tribune* article, "Will We Have Another Toll Bridge?" January 2, 1892.]

Stearns Bayou Bridge

The first span to cross Stearns Bayou was a float bridge. It had a 150 foot section that swung out to make room for logs to pass into the Grand River and on to the various sawmills. In 1899 Charles E. Stearns was hired to build a permanent bridge. He accomplished the task by stacking the float bridge with logs until they were nine feet above the water line and surfacing it with sand. In 1904 the Grand Rapids Bridge Company constructed another, more traditional span, at a cost of about \$6,800. The new bridge was 890 feet long, made of steel, and had concrete piers at each end. The span included a pedestrian path that became a favorite place to fish. On September 9, 1965 the Ottawa County Road Commission accepted a bid for a new bridge. It apparently was the first bridge in the United States that was "hot dipped" after the entire structure was fabricated. The 420-foot bridge carried a 30-foot roadway and five-foot walks on each side. It was composed of eight spans, two of 60 feet and six of 50 feet length. The superstructure consisted of a reinforced concrete slab on rolled steel beams. Frank J. Brechting II, Ottawa County Bridge Engineer at the time, designed the bridge. The \$223,480 span opened on September 1, 1966. The bridge continued to be a favorite spot for fishing.

Third Street Bridge

See South Channel Bridge.

U.S. 31 Bridge

In 1866 the Grand Haven Bridge Company built the first pedestrian bridge to cross the Grand River and join Grand Haven and Spring Lake. Prior to that date a ferry took people, their vehicles, and their goods across the river. This first span extended from the end of Seventh Street [Beacon Boulevard] across the south channel to the site of Grand Isle Marina. The "Sawdust Road," as it was called because of the many sawmills in the vicinity, then continued from the site of the later Rix Robinson Park, northward across the Grand River to the future

site of the Holiday Inn. The iron bridge was swung open by two men who worked a turning bar. The bridge was completely destroyed by exceptionally strong winds on December 4, 1891, but was rebuilt in 1892 as a swing bridge by King Iron Bridge and Manufacturing Company of Cleveland. It was dismantled around 1933, and parts of it were used to construct the Third Street Bridge.

When the Interurban line was extended to Grand Haven in 1902, it added a track to the Grand River bridge. The bridge also had room for motorized vehicles. Passage required payment of a toll. The question of a toll bridge was a very sore issue between Grand Haven and Spring Lake. On March 21, 1883 the Michigan legislature had passed a law that put the entire bridge within Grand Haven's city limits, so that revenue from the bridge went into the Grand Haven City treasury. [That extension of the Grand Haven City limits was ceded back to the Village of Spring Lake about 1994.] The Board of Trade reported that a group of Grand Haven citizens and merchants was going to buy the bridge and make it free, but this never materialized. The public wanted a free bridge. On August 22, an angry Grand Haven citizen wrote the *Tribune* suggesting that the decision be taken away from the committee on streets and bridges and referred to the "man on the street." By 1902 the Interurban went as far as Spring Lake, but the company refused to continue into Grand Haven because of the toll. The City Council finally relented and did away with the fare, making it possible for the Interurban line to continue into Grand Haven in 1903.

A second bridge, somewhat west of the first one, was built at a cost of \$250,000 and opened on November 11, 1924 with great fanfare. The *Tribune* called it the "State's Greatest Bridge." Stella Lawton, elected by ballot to be Miss Grand Haven, "cut the gold string which let down the barriers and opened the new bridge between Grand Haven and Ferrysburg to traffic." This swing bridge was replaced by a third span, a draw bridge, which was dedicated on July 9, 1955 and remained in use into the 21st century. [*Tribune* article, "State's Greatest Bridge Opened to Traffic," November 11, 1924.]

BUTTON FACTORY

About 1890 a German perfected a system of making buttons for clothing out of clam shells. Before long a two-story, frame button factory was constructed in Lamont along the banks of the Grand River. The factory used thick-shelled, fresh water mussels (also called Mother-of-Pearl clams) that could be found in the river. Harvesters dragged the bottom of the river with hooks to bring in the pig-toe, mucket, and

pimpleback clams and sell them to roving buyers, who in turn sold them to the button factory. There, the clams were steamed, the meat excised and discarded, and plugs were cut from the shells in various thicknesses. Next the round shapes were ground to a uniform thickness, and tumbled smooth in rotating drums. Finally, workers drilled thread holes and polished their product for final sale. The remaining shell fragments were crushed and used to pave walkways in parks and elsewhere. The factory apparently was still open as late as 1912, but closed soon after. There was a similar factory near Ada.

CAMPS

Camp Blodgett

At the start of the 20th century a group of Grand Rapids women raised money to provide support for children in the Delos A. Blodgett Home for Orphans. They named their group the Babies' Welfare Guild. They began providing camping experiences for the orphans, knowing that the fresh air and outdoor activities would be good for the children. Camp Blodgett was born when, in 1921, the John W. Blodgett family and Helen Blodgett Irwin, all of Grand Rapids, purchased 40 acres on Lake Michigan and donated it to the Guild. Located in Section 28 of Grand Haven Township, Camp Blodgett provided camping opportunities for disadvantaged boys and girls. It continued to operate into the 21st century.

Camp Cheboygan

Camp Cheboygan for boys opened on the north side of Potawatomi Bayou in 1920 in Section 35 of Grand Haven Township. The camp's founder, John Eliot Noon of Missouri, owned the 20-acre parcel it sat on and was its director. The camp was destroyed by fire in the fall of 1929. That winter the camp was rebuilt and continued to operate until at least 1937. Boys could stay at the camp one week for \$15, eight weeks for \$120, or ten weeks for \$140. Activities consisted of canoeing, swimming, baseball, tennis, basketball, track, and fishing. A 1934 brochure stated, "Camp Cheboygan is not far from the famous Battle Creek and other health resorts, in that region of wonderfully cool, bracing atmosphere. Warm, mellow sunshiny days, and cool, clear, cloudless nights. There is no hayfever at Camp Cheboygan." Campers came from as far away as Illinois, Missouri, and Pennsylvania. The site eventually was bought by Ottawa County, then sold to the Township for \$1.00 to be converted to a park.

Camp Shawandosee [Kirk Park]

The site at 9791 Lakeshore Drive became known in 1916 as Camp Shawandosee, a Boy Scout camp. It was situated on 30 acres of Lake Michigan frontage in Section 33 of Grand Haven Township, once part of Patrick McCarthy's 349-acre farm. Gerald R. Ford, President of the United States, was a young camper here and later became a camp counselor. In 1944 the name was changed to Camp Kirk in honor of Harry Kirk, a Grand Haven resident who promoted the scouting movement. Around 1970 the site was known as Camp Kirk. When it became part of the County park system in 1973, the site was expanded to 66 acres. By 1941 Camp Shawandosee had moved to Duck Lake in Muskegon County.

CHAUTAUQUA

In August, 1914 the public was invited to attend a Chautauqua event in Grand Haven, publicized as a "Colossal 7-day Program." Held from August 16 to 22, "season tickets" cost only \$2.00. A postcard advertisement said, "Don't miss the Ben Greet Players next Tuesday and the Famous Kryl's Band, assisted by the Denton Grand Opera Co. Thursday." The venue was not stated, but probably the events were held at the Armory on Second Street. Ben Greet Players presented Shakespeare's works and other classics throughout the United States and England. Bohumir Kryl, touted as a "World Famous Cornetist and Band Director," directed the orchestra.

CHOLOGOGUE [CHOLAGOGUE]

Captain Harry Miller's remedy for the ague [fever and chills] was a bottle of Osgoods' Chologogue [Dr. Osgood's India Cholagogue]. Its specific contents were not recorded, but apparently the basic ingredient was peppermint, which stimulated the flow of bile from the liver. According to contemporary reports Chologogue was an effective cure for ague.

CHURCHES

Baptist Church of Grand Haven

The First Baptist Church was located at 1001 Franklin beginning with its founding in 1924 under the leadership of Earle Cook. George Benedict, Claude Barr, and Harvey Darby were local residents who helped in the church's founding. The building was later abandoned and converted to apartments. The church, renamed the Lakeshore Baptist Church, relocated to 15051 177th Avenue in Grand Haven Township.

Baptist Church of Spring Lake

The first Baptist organization in Spring Lake was formed on December 7, 1867 by Cyrus B. Raymond, Phineas Baldwin, Moses Brown, William Penn, Benjamin Campbell, William Brown, Mary E. Raymond, Lorinda Lee, Jane Hancock, and Mary Ann Brown. Rev. James Monroe was hired as their first pastor in 1868 at a salary of \$600, and in the same year the congregation bought for \$300 a lot on the southwest corner of Exchange and Meridian Streets [Lot 4, Haire, Tolford, & Hancock's Addition], and there they constructed a church. The charter Board of Trustees of the church included Hunter Savidge, Robert Haire, and George Hancock. The George Christman family was among the community leaders who supported the Baptist faith. The church building was lost in the fire of 1893, and a new one was built on the same site at a cost of \$2,500. The First Baptist Church of Spring Lake continued to meet at its site at 118 East Exchange into the end of the 1900s.

Catholic Church

See St Patrick's of Grand Haven, St. Mary's of Spring Lake, and St. Anthony's of Robinson Township.

Catholic Church of Spring Lake

Early in the 1850s Father Wysocki tended to the needs of the Spring Lake parish, riding on horseback from his church in Grand Rapids. Later that decade Father Rievers said mass for fifty or so families of the Catholic faith once or twice a year. Among the different homes used for worship was Charles Allen's place, then on the site of the later Braak's Bakery near the southwest corner of Buchanan and Savidge [110 West Savidge]. In 1866 the first St. Mary's Church was built at 208 Division Street; it seated 50 people. The church actually was not dedicated and named St. Mary's until 1870. An elderly Belgian priest, Father Taaken [Tacken/Tachen/Taehen], was the first pastor at this new parish. In 1883 Father James Dalton transferred the parochial residence from St. Mary's to St. Patrick's in Grand Haven, and the Spring Lake church became a mission. St. Mary's closed in 1905, making it necessary for worshipers to attend St. Patrick's in Grand Haven. In 1911 and 1912 Father Daniel J. Hyland arranged for two Sunday masses to be said in Spring Lake from July to September. In 1919 land was purchased at 406 East Savidge, and a church was built to seat 280. Built at a cost of \$25,000, it opened in June 18, 1924, allowing mass to be offered every Sunday. A rectory was built in 1931, and a school was

constructed in 1953 and added to nine years later. In 1954 land was purchased for a convent. As of 1998 a cumulative total of 24 priests had been assigned to St. Mary's Church.

Christ Community Church

See Non-Denominational Churches.

Christian Reformed Church of Ferrysburg

In 1953 members of the Spring Lake Christian Reformed Church who lived in Ferrysburg decided it was time to form their own congregation. The primary leaders for the move were Ferrysburg residents Gerald Rosema and Jacob Kuiper. The congregation first met at 408 Fifth Street in Ferrysburg, which later became the site of Ferrysburg City Hall. The church in 1973 moved into a new building at 17785 Mohawk, where it remained into the 21st century. [*Tribune* article "Ferrysburg Church Celebrates 50th," September 6, 2003.]

Christian Reformed Church of Grand Haven

Members of the First Christian Reformed Church built their first church, a small, frame building, at 413 Columbus in 1867. Five years later the building was moved to 606 Jackson, where it later was sold to an African-American congregation. The members then constructed a new church midway between Fourth and Fifth Streets on the south side of Fulton in 1872. The new church did not have a basement, but one was added in the late 1880s. The Christian School used the space for classes, moving from temporary quarters in the basement of Petersen's Store at 530 Jackson Street. In 1893 the school moved to 800 Columbus. The rear access to the church was in approximately the same location as the entrance to Loutit Library, built many decades later. Around 1890 the church was moved to the corner of Fourth and Fulton [Lot 1, Block 9, Akeley's Addition]. The 44 steps leading to the front door and the sheer size of the building made it a difficult move, even though it was only a third of a block or so, and the church nearly tipped over at least once. Rev. Klaas Kuiper was Pastor at the time of the move.

Christian Reformed Church of Grand Haven [Second]

The Second Christian Reformed Church grew out of the First Reformed, then located in the 400 block of Fulton Avenue. The new church was first referred to as the Free Independent Reformed Church. It started with about 60 families, who were meeting in a new edifice as early as January 22, 1881. They paid approximately \$1,200 for the lot and \$2,425 for

the building, which was located at the corner of Fifth and Columbus Streets [507 Columbus]. Rev. Roelof Duiker, the first Pastor, received \$600 per year. Rev. Peter D. Van Vliet joined the church in 1907 and started the shift from using Dutch to English in his services, a transition completed by 1910. Local leaders of the church were Cornelius Van Zanten, Tys Groenendal, Abel Poel, Ruth Brower, Cornelius Bos, and John J. Bolt. On October 18, 1882, the congregation decided to join the Christian Reformed movement, and then referred to themselves as the Second Reformed Church of Grand Haven. A new building was constructed at 2021 Sheldon in 1965 and added to in 2002.

Christian Reformed Church of Spring Lake

In 1882 thirty-five families, tired of the journey into Grand Haven to worship at the Christian Reformed Church there, formed their own church. They soon purchased a lot at 212 North Division Street and began construction, and called themselves the Holland Christian Reformed Church. Community leaders who participated in the founding of the church were Gerrit Teunis, Klaas Bloem, John Koster, Harm Kuiper, Mr Ruiter, Mr Rozema, and Mr Vander Zwaag. The first meeting was held there on May 23, 1882. The next year, in July, Rev. Peter Ekster, uncle of local resident Etta Bolt, was called as the first minister at a salary of \$600 a year, plus housing and fuel. He was followed during the next fifty years by Rev. John Post, who inaugurated the use of English language in the services, Dr. C. Van Til, and Rev. J. P. De Vries. A parsonage was purchased in the 1880s at 213 Liberty, and in 1897 a lot north of the church, 210 North Division, was obtained. In 1937 the congregation changed its name to the Spring Lake Christian Reformed Church. After several additions and changes to the building, on June 28, 1962 the membership moved their place of worship to a new building at 364 South Lake.

Christian Scientist Church

In the early 1900s there was a Christian Science Reading Room at the corner of Washington and Third Streets. However, Anna E. W. Andrews was credited with starting the Christian Science movement in Grand Haven. Anna lived from 1860 to 1930. John Worsfold [1841-1940] was the first reader, a post later held by Julia Soule. At least as early as 1941 the church had its own building at 504 Clinton in Grand Haven. The original building was expanded over the years.

Congregational Church of Eastmanville

In 1872 a Congregational Church was formed in Allendale Township. The year before Congregationalists in Eastmanville built a place of worship on land donated by Thomas Hefferan. The new building was 36' x 60' and cost \$3,600. It had a small steeple and could seat over 200 worshippers. In the early 1900s the building was sold to the Christian Reformed congregation.

Congregational Church of Grand Haven

The original Congregational Church in Grand Haven, dedicated on May 31, 1859, was built at 134 Washington [Lot 137]. The church had been formed on April 29, 1858 with 16 members. The first Pastor, Rev. Joseph Anderson, was installed in the afternoon of May 31. He also served the Congregationalists of Spring Lake and other churches in the area. He was given permission to join the 3rd Michigan Infantry as Chaplain on April 1, 1862. Anderson later became Hospital Chaplain of the U.S. Volunteers. He was discharged on July 5, 1865. His replacement, Rev. John B. Fiske [Fisk], remained more than three years. [Fiske is on record as having performed a marriage ceremony at the church on May 24, 1867.] Early church members included John and James Barnes, Nat Slayton, William and Jane Gray Wallace, Edward and Eleanor Murray Avery, and William Angel. The Congregational Church at this site burned down in 1868. The congregation disbanded for awhile, and then reorganized on August 16, 1871. The next year they sold their lot on Washington Street and erected another building in 1875 at the northwest corner of Washington and Sixth Streets [Lot 9, Block 17, Munroe and Harris Addition], while Rev. John V. Hickmott [Hicknott] was Pastor. Services at the First Congregational Church were discontinued around 1930. The church was torn down in 1936 after a new City Hall was built, and the Grand Haven Fire Department and Department of Public Safety later moved to the site. The church's cornerstone still is embedded in the grass on the west side of the driveway.

Episcopal Church

See St. John's Episcopal Church.

First Christian Reformed Church

See Christian Reformed Church of Grand Haven and Christian Reformed Church of Spring Lake.

First Reformed Church of Grand Haven

See Reformed Church of Grand Haven [First].

German Lutheran Church

In 1870 approximately 45 families formed a German-Prussian community five miles south of Grand Haven on Holland Road [168th Avenue] in Grand Haven Township. They organized a German Lutheran Immanuel Church, built on the northeast corner of Warner and 168th before 1876, and possibly as early as 1850. John Behm, Henry Saul, and Henry Boardman were the original elders, and Frederick Behm, William Behm, and Charles Ladewig were deacons. When organized, the church had 23 members and by 1877 the congregation grew to between 100 and 200 members. Preaching was in German. When Rosy Mound School burned down in January, 1900, the displaced pupils used the German Lutheran School, on the opposite corner, for their classes. The church building appeared on a 1915 plat map, but it apparently was moved in 1905 to Agnew. Then in 1952 [1955] it was moved again in order to make room for the new U.S. 31, this time to a site on M-45.

Lutheran Church

See St. John's Evangelical Lutheran Church and St. Paul's United Church of Christ.

Methodist/Methodist Episcopal Church of Grand Haven

In 1835 a Methodist circuit rider came to Grand Haven to conduct services, but at that time there were not enough Methodists to start a Society. The *Grand Haven News* on September 28, 1859 announced that a Rev. Hall had been in Grand Haven the previous week to serve as minister. The next year he was appointed to meet the spiritual needs of Methodists in Grand Haven, Spring Lake, and Ferrysburg. However, there was still an insufficient number of worshipers to establish a Methodist church. In 1864 Edward and Anne Gatfield, recently arrived from Racine, Wisconsin, gathered other Methodists worshipers in their home, including William Beardon, Mrs Drummond, Mrs Landon, Mr and Mrs Fred Graves, Jerry Miller, and Harrison and Emily Dee. This group made up the first Methodist Society in Northwest Ottawa County. On June 9, 1873 the Grand Rapids District of the Michigan Conference formally certified the First Methodist Episcopal Church of Grand Haven. Trustees elected to the Board were Rev. Thomas H. Bignell, Cyrus H. F. Biggs, Nelson R. Howlett, William Beardon, and John W. Ker. That year Rev. James W. Reid was reappointed to his post as Pastor of the Spring Lake Methodist Episcopal Church and to serve simultaneously the new organization in Grand Haven. At first the congregation met in

members' homes, but soon they started to hold their Sunday afternoon meetings at the Ottawa County Court House. In 1878 Rev. J. P. Force was the first pastor appointed to serve Grand Haven only. The next year the congregation built its first house of worship, a small, frame structure lighted with kerosene lamps and heated by a wood-burning stove. It was constructed on the site of the later Loutit Library [407 Columbus]. Ten years later the building was destroyed in the massive fire of 1889. A new church was dedicated on June 15 the next year in the same location. The new building had a brick veneer, a large auditorium, and a small lecture room. About this time the Epworth League of the Methodist Episcopal Church was begun, later to be known as the Youth Fellowship. A Ladies Aid Society already was underway to organize Church-wide events and to raise money for special purposes. A long-term split among three groups across the country was healed by a "declaration of union" on May 10, 1939, and the word "Episcopal" was dropped. As a result of the merger, the Woman's Society of Christian Service was organized in September, 1940.

By 1918 it was clear that the congregation needed yet another and larger church. The original building was sold to the Bereans, who later sold it to the Nazarenes. A new site was purchased on the southwest corner of Washington and Fourth Streets, later the location of the Post Office. During construction, the Methodists rented space from the Unitarian Church, the Congregational Church, and the Christian Reformed Church. The new brick building was dedicated on January 28, 1923. It cost approximately \$25,000 to build and was considered "Grand Haven's most modern example of church architecture." The mortgage was paid off by January, 1944. In 1927 the Men's Club of the Methodist Church was formed with Charles E. Misner, Joshua C. Lehman, Fred Gillard, Nicholas F. Yonkman, Arthur W. Elliot, Paul Taylor, and Henry W. Smith comprising the Executive Committee. The name of the group changed to the Men's Brotherhood and then to Methodist Men. The church suffered a fire on January 14, 1946, but the damage, though extensive, was reparable. In 1933 Rev. John Clemens was appointed to serve the Grand Haven church and the church in West Olive. It wasn't specified when those duties were again separated.

James Bignell and his wife were members of the Methodist Church, and on August 4, 1940, they donated 15 acres of land on Stearn's Bayou to be sold by the church and the proceeds used to bring down the debt. In 1944 the church bought the Dr.

Bloemendahl residence, located next to the church on Fourth Street, for \$2,000 and rented it for \$15 a month. Eight years later the Vander Wall house was purchased for \$2,800, plus a small 29' x 38' parcel behind the Woman's Club, with the hopes of future expansion. In 1950 the church bought the Edward Huttenga house at 316 South Seventh Street to be used as a parsonage. The church, instead of expanding, bought a 10-acre parcel from the Hofma Estate in November, 1956. The acreage lay west of Sheldon Road, where Colfax Street ended. A gift of land in 1964 from William and Virginia Vivian widened the drive into the church property. The cornerstone of the latest Methodist Church was put in place on September 18, 1960 and on February 19, 1962 the first service was held in the new building, a week after the last service was held at the Washington Street church. In January, 1963 Central School suffered a destructive fire. The Methodists offered to the Grand Haven School Board the use of the building on Washington Street for as long as necessary and at no cost. In December, 1966 the bell from the old church was given to Central School to replace the one that had been lost in the fire. The Washington Street church was sold to the United States Government on October 8, 1964 for \$20,000, and nine years later the congregation was able to pay off the mortgage for the new building. The year before two parsonages had been bought, one at 14639 Lakeshore Drive at a cost of \$45,500 for the Senior Minister, and the other at 547 Waverly for \$24,000, to be used by the Associate Minister. The previous parsonage, at 316 South Seventh Street, was sold to the Christian Haven Home for \$19,000. In March, 1969 the congregation adopted the name "The United Methodist Church of the Dunes."

Over the long history of the church many pastors were called to serve. Among the early ministers were William W. Rork, who was Pastor in 1884 when the first parsonage was bought. He was followed by C. A. Varnum, Hipp, Bennett, Thomas, Calkins, Horner, Shier, Mullen, Merrill, Tanner, Kruse, Wilson, Bowerman, Minor, Maxwell, Skinner, Large, Chandler, Jordan, Clemens, Boldrey, and Carl Strange in 1950. Among the community people who helped organize the church and contributed to its subsequent growth were Josh Lehman, who was Superintendent of the Sunday School for 53 years; Leah Bell Lyman, Deaconess and teacher of religion; Stephen Mead and Everett Husted, who in 1940 organized Boy Scout Troop #5 at the church; Truman and Wilbur "Ted" Husted, Ralph Van Volkinburg, Peter De Boe, Kenneth C. Retzlaff, and Mr and Mrs Jim Bullerdick.

Methodist Church/Methodist Episcopal Church in Polkton Township

The first "Methodist Society" was founded in Allendale Township in 1851 with nine members, including Lucy J. Spear, plus these men and their wives: Rev. William Comfort, Joseph Burlingame, Johnson Balcom, and Alexander Milne. In 1854 the Wesleyan Methodist Church was organized under the leadership of Rev. Albert Maxfield, also in Allendale Township. The first Methodist group later went out of existence.

Eastmanville also had an early Methodist church, organized by Rev. William C. Comfort, and the congregation worshiped in a building erected sometime prior to 1870 close to Wagner's General Store. The building was sold around 1920 to Richard Ossewaarde, who owned an automobile garage in Eastmanville. In the early 1840s circuit riders, such as Rev. Waring and Rev. Ballard, came on horse and held worship in different homes. By 1855 Rev. Bartlett was in charge of the Grand River Circuit.

Methodist Church/Methodist Episcopal Church in Spring Lake

Although Methodist Episcopal circuit riders had visited Spring Lake in the early years of its founding, it wasn't until 1862 that William Colby formally organized a Spring Lake Society. Some of the early members were Daniel B. Thorpe, Mrs Hannibal A. Hopkins [Emma], Mrs Thomas D. Dennison [Eva], Mrs William Flanders [Hattie], Mrs William Brittan [Britton] [Kate], Dr. Phineas Baldwin, and Loren O. Perham. For the first two years services were held in the Park Street School, and then the congregation joined the Presbyterians in purchasing an uncompleted church, started by the "Hollanders," located on the southeast corner of Savidge and Church Streets. One of the first pastors was James W. Reid, who also served the Methodist church in Grand Haven. When fire destroyed the building in 1870 the Presbyterian congregation sold its half interest in the lot to the Methodists. The Methodists then constructed a new 88' by 60' church on the site, which cost \$7,500, including the basement. A parsonage, built at the same time, cost \$1,200. After the church was destroyed in the major fire of 1893, the members built a new sanctuary at 110 East Savidge Street. The congregation dissolved around 1920. The members liquidated their assets and gave the proceeds to the Grand Haven Methodists, who were then raising money for a new church.

Non-Denominational Churches

Christ Community Church grew out of the First Reformed Church of Spring Lake, founded on March 20, 1870, when members split from the church in Grand Haven in order to avoid the cumbersome trip across the Grand River. The original members of the splinter group were Ate [Otto] and Egberta De Witt; Reender Reenders; Hesse and Willemje [Minnie] Osterhoff [Oosterhof]; Thys Stadt; R. Hovinga; W. Busje; Anne and Derkje Mulder; Jan [John] and Jane Langeland; Arend and Caerting Hietbry; Jantje Visser; and Dina Kuiper. They built their first church the same year, a 32' by 50' structure, at 210 Summit, called their first pastor, Rev. James De Pree, and organized a Sunday school. Five years later the congregation was able to purchase a parsonage for De Pree. John Huizenga was the first church janitor, hired for \$35 a year. His duties included cutting all the firewood needed to heat the building. The church was enlarged in 1885 with an addition of 20 feet, which included a basement. Not long after that, as the lumber business went into decline, church membership dropped from 130 families to 90 in six years, and by 1895 it was down to 70 families. By the turn of the century, the economic climate had improved and membership started growing. During the next ten years a pipe organ was installed, the basement was enlarged, and a new parsonage was built. In 1913 electric lights were put in and the church was redecorated. By 1916 the church was debt free and still growing. In the late 1920s several lots were purchased on Exchange Street as a site for a new church building. The depression delayed construction, but the church still was able to make several gifts to nearby organizations, such as \$110 to Hope College, \$110 to Western Theological Seminary, and \$15 to the Anti-Saloon League.

Finally, in 1938, a new sanctuary at 225 East Exchange was completed at a cost of \$41,000, with \$25,000 of that amount already in the building fund. The remainder was paid off by 1945. The stained glass windows were gifts from members in memory of their loved ones. The new building included a new organ. This building later became the parlor of Christ Community Church. In 1949 members John Kruienza, Gerrit Bottema, and Henry Kammen built a parsonage. In 1958 an educational wing was added to the church, followed by a new sanctuary in 1978, and an administrative wing, pastoral suite, classrooms, library, and chapel in 1990. In 1971 the name of the church was changed to Christ Community.

A Ladies Church Aid Society was formed in 1927 for the purpose of raising funds for special projects, and there was a series of young people's group called the Christian Endeavor Societies. A host of pastors served the church over the years, after Rev. De Pree left in 1880. Among those were J. Zwemer, R. H. Joldersma, M. Kolyn, G. J. Hekhuis, A. Zwemer, B. Hoffman, S. C. Netting, H. Frieling, J. J. Van der Schaaf, H. Mollema, C. Lepeltak II, and S. C. De Jong, who left in 1941. Richard A. Rehm served from 1960 to 1964, returned in 1970, and was Pastor until his retirement in 2004.

Many community leaders also played a role in the stabilization and growth of the First Reformed/Christ Community Church. Among them were Dorothy and Gordon Boelens, Dorothy and Paul Boyink, Stella and Richard Kruienza, Henry Swartz, and John Van Eenenaam.

Another non-denominational church, Grand Haven Gospel Hall, was started as a mission in 1920 by Earle Cook in the Grey Block [16 Washington]. In 1921 the Hall moved to the Bible Tabernacle at the corner of Second and Columbus Streets, then to a location at Franklin and De Spelder Streets, next to the corner of Seventh and Columbus [22 North Seventh], and finally to 1805 Waverly. By the 1940s there also was a Gospel Mission, located at 3 North Eastern Avenue, and there may be some confusion between the two.

Presbyterian Church of Grand Haven

The arrival of Rev. Ferry and his entourage on Sunday, November 2, 1834, marked the establishment of the first church in Northwest Ottawa County. Rev. Ferry's text for his sermon that day was, "For who has despised the day of small things." The church was not formally organized until the next year, and the original members were Rev. Ferry and his wife, Amanda, Mary A. White, Nehemiah Hathaway, Lucretia Hathaway Pierre Duvernay, Julia Duvernay, Charles Duvernay, and Caroline White. They congregated at the first schoolhouse built in Grand Haven [Lot 186]. Rev. Ferry was Pastor of the church for the next 20 years. The church incorporated as the Presbyterian Church on May 10, 1849, with Pierre Duvernay, Henry Griffin, and Thomas Ferry elected as trustees. The church adopted Articles of Religious Association on March 15, 1858, with Rev. William Ferry elected the church's first president. He never accepted compensation for his pastoral services.

After meeting many years at the "community/school building" on Second Street across from the Armory,

a cornerstone was laid on September 19, 1855 at approximately 212-216 Washington Street [Lot 208] on land donated by Rev. Ferry. Rev. Ferry retired in April, 1857, and for the next two years Joseph Anderson, Minister of the Congregational Church, A. D. Eddy, and Louis Mills filled in until David M. Cooper was installed on October 18, 1859. Cooper remained five years.

After meeting many years at the community/school building on Second Street across from the Armory, a cornerstone for a permanent church was laid on September 19, 1855 at approximately 212-216 Washington Street [Lot 208], on land donated by Rev. Ferry. The building was dedicated on May 31, two years later. Emma Brayton remembered the church as being white with green shutters. The white pews were closed off from the aisle by a door. The first church choir was made up of the four Ferry brothers, Montague, Thomas, Noah, and Edward, and their sister Hannah, Dr. Jacob McNett, Isaac Hunting, Lizzie and Cornelia Scott, Nettie Hubbard, Elizabeth Griffin, and Mary Hubbard, whose husband, William Hubbard, played the “melodian” [melodeon], a small organ. Thomas White was the director. Next to the church was the parsonage.

Members of the church in 1872 approved the purchase of a parcel of land at the southeast corner of Franklin and Fifth Streets [Block 15, Lots 1 and 2], Akeley’s Addition]. They paid Andrew J. Emlaw \$3,000 for the property, which included room for the church and a parsonage. F. D. Gray of Chicago, who held a mortgage on the Washington Street property, agreed to forgive the balance and donate \$500 in exchange for clear title to the downtown lot, if the transaction could be completed by October 1, 1885. In the fall of that year the church edifice, not quite thirty years old was moved from Washington Street to the new site. It was completely remodeled in 1911, when the steeple was removed and a tower and vestibule added.

Ground was broken for a new church sanctuary on July 4, 1954, during the tenure of Rev. G. Wallace Robertson, and dedicated 17 months later. Robertson led the church from 1952 to 1960. In 1956 the earlier church was razed to make room for a new chapel, and only the stained glass windows were saved.

Presbyterian Church of Spring Lake

A Spring Lake Presbyterian Church Society was formed by five local residents, George Lovell, Lemoyne M. S. Smith, Anna H. Smith, Lydia Norton, and Harriet J. Franklin, in 1853. That same year the First Presbyterian Church of Spring Lake

was organized by Rev. H. Lucas, a missionary of the American Homes Missionary Society, and Rev. William M. Ferry of Grand Haven on February 12, 1853. Rev. Lucas became Pastor the next year. In 1861 the church purchased from members a group of “Hollanders” a building they were constructing at approximately 107 South Buchanan. Rev. Joseph Lord replaced Rev. Lucas in 1867. The Presbyterians and Methodist congregations shared the building until it burned down in 1870. The Methodists then paid the Presbyterians for their half share and put up their own building four years later, while immediately following the fire the Presbyterians met at the Barber Street School, situated at that time on Park Street. In 1870 the Presbyterians purchased land for \$600 from Emma Hopkins, widow of Hannibal A. Hopkins. With Sarah Savidge’s contribution, the congregation raised approximately \$10,000 for a new building. This structure, located at 212 East Savidge, was dedicated on January 26, 1874. Across the street, at 205 East Savidge, the Presbyterians built a manse for their minister. The church building was damaged by lightning in 1909, and it burned to the ground eight years later, on August 26. This later became the site of the Spring Lake Methodist [Wesleyan] Church. For a matter of months the congregation used the Baptist Church [118 East Exchange] for worship, while they were putting up a new structure at the corner of Church and Savidge Streets [212 East Savidge]. The new church was dedicated on March 7, 1920. In 1956 the congregation bought property at 760 East Savidge from the Trotter family and dedicated a new church at that site on February 2, 1958, where it remained into the 21st century. [*Tribune* article “SL Presbyterian Church quick facts,” September 13, 2003.]

Reformed Church of Grand Haven [First]

The First Reformed Church occupied six buildings during its long history, four of which were destroyed by fire at the same location: the northeast corner of Washington and Third Streets [301 Washington]. The faith and determination of its congregation made the First Reformed the oldest of the Dutch churches in northwest Ottawa County and the oldest organized church in Grand Haven. Since 1851, the First Reformed group survived relocation, three all-consuming fires, and plenty of reconstruction. Since 1914 the church has been housed in its sixth building.

One of many West Michigan Reformed groups originally from the Netherlands, the church built at this corner was called the First Dutch Reformed. The congregation had its early meetings in a school.

Soon after, a “slab church” was built on Third Street [Lot 254] from waste lumber. This site was abandoned for the present location on Washington, where a frame building was put up in 1857. Quickly outgrown by a burgeoning congregation, this church soon expanded to twice the original size. It was moved away in 1870 to make room for a completely new structure, the majestic “Church of Many Towers.”

Not quite two decades later, this third church building, which had been dedicated on May 4, 1870, was destroyed by the most devastating fire to occur in Grand Haven, on October 1, 1889. All records were lost in the blaze, so church history predating that fateful day is somewhat vague. The congregation replaced the building in a dedication on December 2, 1890, but its lifetime proved to be even shorter than that of the preceding church. This fourth building burned to the ground on June 8, 1907.

Dedicated in May, 1908, the fifth church looked much like the one today. Unfortunately, it also followed the same tragic fate that had befallen its two predecessors. At midnight after Easter Sunday, on March 24, 1913, just eight years after the completion of the fifth church, “tongues of flame eagerly lapped up and lifted to the clouds the building which, with its spire, had all but kissed them,” as the First Reformed Church’s 75th anniversary book described the scene.

Finishing touches were put on the sixth church just the next year, which was dedicated on September 18, 1914. Once again, the congregation had triumphed over hardship. The Town Clock is housed in the church’s tower. [For details about the clock, see “Town Clock.”]

The church’s first twelve pastors were:

1853-1855	Seine Bolks [1814-1894]
1856-1859	Peter J. Oggel [1829-1869]
1861-1868	Christian Vander Veen [1838-1896]
1868-1869	H. G. Klyn [1793-1883]
1870-1872	J. B. DeBoer [no dates]
1872-1877	Englebert Oggel [1841-1910]
1878-1881	Roelof Duiker [1878-1881]
1882-1886	Henry E. Dosker [1855- ?]
1887-1890	Andrew Wormser [1846-1914]
1892-1897	Peter De Bruyn [1850-1897]
1898-1908	Teunis Muilenberg [1864- ?]
1909-1918	Henry Harmeling [1864- ?]

Reformed Church of Grand Haven [Second]

Like the Spring Lake Reformed Church, which formed in 1870, the Second Reformed Church of Grand Haven was an outgrowth of the First Reformed, and began in 1871 with 20 families from the “mother church,” with names such as Brower, Danhof, Rysdorp, Bolt, Westerhof, and Berg. Rev. A. Vanden Hart was the first pastor, followed by Reverends Van Zanten, Jacob and John Vander Meulen, Vergurg, Vreuwink, Bloom, Beltman, and Leonard Greenway. The first church was built in 1875 at the southeast corner of Sixth and Washington Streets [Lot 1, Block 19, Munroe and Harris Addition]. The church relocated to 1000 Waverly in July, 1957, and the earlier building was sold to the Seventh-day Adventists.

Reformed Church of Spring Lake [First]

The Reformed Church in Spring Lake grew out of the First Reformed Church of Grand Haven, since all the charter members of the Spring Lake formerly had attended services at the Grand Haven church. Within half a year of its founding, the church had a building at 210 Summit, a pastor, Rev. James De Pree, and a Sunday School. De Pree was followed in the next 60 years or so by Reverends G. J. Hekhuis, B. Hoffmann, H. Mollema, S. C. Nettinga, and Cornelius Lepeltak. See also Non-Denominational Churches [Christ Community Church] for more detail.

St. Anthony’s Catholic Church/Mission

Father Daniel J. Hyland was the first pastor to meet with Catholic worshipers in Robinson Township. Fr. Hyland also served Grand Haven, his main church, and Spring Lake. The first Catholic Church in Robinson Township, called St. Anthony’s, was located at 13431 Green Street.

St. Anthony’s is considered the oldest surviving church in Robinson Township. It was started in 1910 as a mission of St. Patrick’s by six local families, and mass was held at Clark School for two years. For awhile the mission was affiliated with St. Mary’s Church of Spring Lake, but in 1955 it resumed its association with St. Patrick’s. Early parishioners were the Spanglers, Vollmers, Bleases, Klingers, and Mitchells. The Mitchell family donated the land for the church, which was built in 1912, dedicated in 1915, and remodeled in 1952 and again in 1976.

St. John’s Episcopal Church

In 1843 Grand Haven was one of many locations on the west side of the state where Episcopal groups gathered for worship. Records indicate that monthly

services were held above a hardware store as early as 1862. In 1864 the following people, among others, started meeting in the two-story, frame Court House on Washington Street: Isaac and Mary Sanford; Mary Squier, wife of Heber Squier; Mrs Young [possibly Isabel, wife of John A. Young]; Catherine Fletcher, wife of Timothy Fletcher; and Eleanor McNett, wife of Dr. Jacob McNett. Although the congregation of the First Reformed Church was established first, it was St. John's Episcopal Church that had the oldest local church building in continuous use, having held worship services at precisely the same location since 1870.

The cornerstone of St. John's Episcopal Church was laid May 10, 1869. The lot on which the church was erected cost \$400, and the original rectangular building and furnishings were purchased for \$6,000. Designed by five ship builders, the early church building was a simple structure, a plain, rectangular building with an "inverted ship's design." The church was originally heated by means of a wood stove. Two men stayed up Saturday nights feeding it logs so that the building would be nice and warm come Sunday morning.

Renovation began after St. John's was damaged by fire in 1877. The church was enlarged and given a more Gothic Flair, and a bell tower was added soon afterward. The narthex, sanctuary, basement wood-slab furnace, and ceiling beams were added. Shortly thereafter, the bell tower, complete with a bell supplied by the ladies of the church, was constructed above the narthex.

St. John's Evangelical Lutheran Church/German Lutheran Church

Also known as the German Lutheran Church, St. John's Evangelical Lutheran Church was organized in Grand Haven on April 8, 1866. German-born Rev. John Daib of Grand Rapids was the first Pastor. Services were in German. A sanctuary was constructed in 1867 at the northwest corner of Franklin and Sixth Streets [531 Franklin] on a lot donated by Rev. William Ferry. A basement was added in 1883, and a steeple and bell tower were added twelve years later. Among the charter members were Charles Pagelsen, John Zietlow, John Seitz, Henry Saul, Henry Baar, William Dehn, Henry Wasch, and Christian Minck. Rev. F. W. Spindler, a German, followed Rev. Daib in 1871. The church building was razed in the early 1970s and a new one constructed at 525 Taylor, where St. John's Lutheran School had been located since at least the mid-1950s. The land on Franklin Street was acquired by nearby St. John's Episcopal

Church. [*Tribune* article "GH church sees old windows again," September 15, 2004.]

St. Patrick's Catholic Church

Priests had visited parishioners in Mill Point and Ferrysburg as early as 1850. The first local church building was erected in 1857 in Ferrysburg. In 1859 Father Takken held mass there for the first time. A year later he became the first resident priest of a new Roman Catholic parish and church building in Mill Point [Spring Lake], which served Catholics from Grand Haven and Ferrysburg until 1872 [see St. Mary's Church, 1850]. Worshipers south of the Grand had to go by rowboat to visit either of the churches on the north side. About 20 Catholic families in Grand Haven formally organized St. Patrick's Church in 1867. Among the first pastors to serve St. Patrick's were the Reverends T. J. Murphy, who oversaw construction of the first church in Grand Haven in 1872-73, M. Dalton, Ed Caldwell, T. J. O'Conner, H. P. Mans, and Daniel J. Hyland, who served from 1911 to 1948. Community people who helped in the formation of the church were Captain Thomas W. Kirby, Captain John Furlong, David Hanrahan, Pat Doherty, James McCarthy, Jerry Haggerty, Richard Connell, John Golden, and William Gleason. The church from that point on was located in the 800 to 900 block of Fulton. The church in Ferrysburg was no longer mentioned.

St. Paul's United Church of Christ

In the spring of 1882 a number of Evangelical Germans living in Grand Haven and the surrounding area formed an Evangelical congregation. Working with them were some people who previously had been members of the Missouri-Lutheran Church. They turned to Pastor F. Mueller in Grand Rapids, who belonged to Missouri-Lutheran Synod, with the request that he help them form an Evangelical congregation, which was done on April 10, 1882. The congregation named itself the Evangelical-Lutheran St. Paul's Congregation. Fredrich Schmidt, Ferdinand Knapwurst, and Ludwig Behm were elected trustees, and William Thieleman was named Secretary. Later Franz Koatz, Fredrich Kramer, and August Hoffmeister were elected Elders.

The congregation was served at first as a mission congregation with preaching and other official acts carried out by a visiting pastor. After Pastor Mueller had preached several times, he was unanimously elected and called by the congregation to become pastor. He refused the election and call, however, because he did not wish to leave his congregation in Grand Rapids. Christopher Zimmerman, at the time a traveling preacher of the German Evangelical

Mission Society of New York and residing in Ann Arbor, was elected unanimously on August 21, 1882, after he had given a trial sermon. On October 5, he and his family moved to Grand Haven and he gave his initial sermon on the following Sunday, October 8.

Because the congregation did not have its own church building, services were held in various locations, starting in the English-speaking Presbyterian Church. The long-term use of that space was subsequently refused. Then the congregation accepted the Dwight Cutler's offer to use the hall of Cutler House for worship services as long as necessary. From the beginning the congregation wanted its own house of worship, and the members took the necessary steps to find one. Since pledges for a building had been collected, a lot on the southeast corner of Fulton and Seventh Streets [700 Fulton] was purchased for \$775. A building committee consisting of Julius Radeke, Carl Hass, August Ferch, Clifford Pfaff, and William Thieleman was elected and started work in late 1892 and early 1893 to plan and direct the construction. The carpentry work was turned over to Ludwig Behm and Fr. Grubenow. Because of the continuing cold, the cornerstone wasn't laid until April 8, 1893.

Rev. Christopher Zimmerman was pastor of St. Paul's from 1882 to 1885. Rev. J. R. Judd ministered from 1886 to 1888, and the Rev. Frederick Roese from 1888 to 1895. Rev. Lars Hagen, 1895 to 1905, ministered when the church was elevated in 1902 to accommodate a basement. Rev. Jacob Hetzel ministered from 1908 to 1911. His daughters, Lydia and Freida, prepared Easter and Christmas programs for the children in German. The parsonage was located in the house immediately south of the church on Seventh Street. Here Rev. Wilhelm Koch lived with his family of talented children, Margaret, Otto, and Arnold. Their beautiful voices served to enhance the choir. Son Otto's strong voice led him to sing in the high school quartet and in a quartet with Dr. Willard Bloemendal and Bastian Van Woerkom.

Catechism classes were held after school, once or twice a week, in a small room behind the sanctuary. There a small wood stove heated the classroom. The church was heated with one large coal furnace located beneath the catechism room. Two large register vents located in the front of the sanctuary heated the entire church. Those preferring to sit in the back of the church received very little warmth. Coats and boots were always worn during winter services. Eventually, the high sanctuary ceiling was

lowered to keep the heat closer to the people in the congregation.

During these years the women gathered to form a Serving Circle for refreshments. Henrietta Boseker, wife of August Boseker, usually had the job of making the coffee. Because there were no electric stoves, the coffee was cooked on a wood range, mixed with eggs, and placed in a large granite coffeepot. The serving circle worked throughout the year in making embroidered pillowcases and knitted socks and scarves for the Christmas bazaar. This bazaar was very popular with the children, because they could play games and receive grab bags with small amounts of money.

Services were held in German until the beginning of World War I. When war was declared people of German descent were frowned upon, and during Rev. Koch's ministry services were converted to English. There were, however, two services each year preached in German in order to please the congregation. Additionally, in the summer, Rev. Koch would teach German to the children of the congregation, as well as children from the Highland Park resort. Rev. Koch ministered from 1913 to 1936. He was very strict, but had a kind heart for his parishioners. He served both St. Paul's and St. Peter's church in Grand Haven Township. At times it was difficult to raise his salary of \$750 per year. When cash was tight, township parishioners would provide potatoes, cabbage, fruits, and other items for his supply of winter food.

Rev. Arthur Ebeling served from 1936 to 1943. He was a young minister and he greatly improved membership. About the same time the Women's Guild was organized, which later was known as Women's Fellowship. The first female deacon served on the church council, a change that was not graciously accepted by some of the men of the church.

Following Ebeling were Reverends Karl Detroy, John Kort, and Arthur Zillgritt. Rev. Zillgritt and his wife, Hope, took part in the church choir. Rev. Zillgritt also established the first Youth Program. A new parsonage was purchased on Marion Street for the Zillgritt family. In 1961 a four-acre parcel was purchased for \$7,000. During Rev. Richard Adams ministry plans for a new church were drawn. The original church on Fulton was purchased by Manting Equipment Company, and in 1969 the new \$219,135 church at 1401 South Griffin Street in Grand Haven was ready for occupancy. Twelve years later, the original 1887 bell from the old church was hung in the newly financed bell tower.

Rev. J. Lawrence Dannemiller served as Pastor from 1976 to 1990. In 1984 the mortgage of the new church was paid off, and about the same time the Memorial Garden was established. Located beyond the north wall of the sanctuary, the Garden was for those who wish to be cremated. The two grids were designed to accommodate the ashes of fifty people each.

Salvation Army Church

A local Salvation Army post was organized in 1891. The first officers were Captain Cartwell and Lieutenant Jennie Wren. The Army obtained its first permanent office in July, 1922, when Captain Charles Glassbrook was in charge. Local resident Margaret Denny died in 1925 and bequeathed more than \$9,700 to the Salvation Army. Part of the bequest was used to purchase the property at 16 Washington [Grey Block]. The first directors were Captain and Mrs Charles Glassbrook. Services were held in the auditorium of the old Orpheum Theater, and offices were on the third floor, which later was converted to a gymnasium. In 1934-35 the second floor was made into living quarters. The organization moved to new quarters at 310 North De Spelder in 1975.

Second Christian Reformed Church of Grand Haven

See Christian Reformed Church of Grand Haven [Second].

Second Reformed Church of Grand Haven

See Reformed Church of Grand Haven [Second].

Seventh-Day Adventist Church

On Friday evening, May 17, 1907, eleven people gathered at a home in Robinson Township to form a church, which they named the Grand Haven Scandinavian Seventh-day Adventist. The original members were Jens Halvorsen, Local Elder; Amelia Halvorsen; Markus Larson, Treasurer; Ingebord Larson; Joseph Ryerson, Clerk; Bessie Ryerson; Ingeborg Myhre; Johanne Sather, Missionary Secretary; George Sather; and Hartvig Halverson. The organizers spoke Norwegian, and for many years that was the language used in the services. Later a branch was started in the City of Grand Haven. Transportation difficulties led three female members of the church to start meetings closer to home. By 1917 the name of the church was changed officially to the Grand Haven Seventh-day Adventist. Elders William Guthrie and F. A. Wright helped with the reorganization.

By this time church membership had increased to 28, but the congregation continued to meet in private homes. For a short time a store building was rented, but in early 1921 the members rented the Unitarian Church at 318 Washington. Two years later Grant Hosford and George Wirsbinsky, two ministerial interns, pitched a tent on the corner of Washington and Ferry, near Jacob Cook's grocery store, and held the first recorded evangelistic meetings. Seventeen members were baptized as a result of this summertime undertaking, and Brother Wirsbinsky was named permanent pastor of the church. In the spring of 1924 Sister Beryl Davison, a member of the church for ten years, was assigned to do Bible work in the area. A few months later a large increase in the rent at the Unitarian Church caused the congregation to once again meet elsewhere, including, on occasion, private homes, the Salvation Army Hall [16 Washington], and the basement of the Reformed Christian School, then located at 800 Columbus. The next January a committee was appointed to develop plans for a church building and to purchase a building site. Construction of a church at the southeast corner of Grant and De Spelder Streets began that spring, and as soon as the basement was finished, the congregation began holding services there. The sanctuary upstairs was completed in the fall, just in time for the church to host a "Union Meeting" of congregations from other nearby churches.

When Brother Wirsbinsky died in February, 1926, the church went for awhile without a pastor and was absorbed by the Muskegon District. Sister Davison remained in Grand Haven until the summer of 1928 and did much of the pastoral work. The church did not have a permanent pastor again until 1956, when Ray Hamstra arrived. The church was free of debt by the late 1920s, and for awhile rented space to the First Protestant Reformed Church for Sunday services.

By 1954 it was clear that the space at this small building was inadequate to meet the needs of a growing congregation. Plans for a new building were abandoned when the Second Reformed Church at the southeast corner of Washington and Sixth Streets became available. Services were held for the first time in the new church on February 5, 1955, although the congregation of the Second Reformed continued to use the sanctuary for services for a year and half while their new building was under construction. The previous church of the Seventh-day Adventists was sold to the Free Methodists. In 1971 the church was extensively remodeled, including improvements to the basement and

sanctuary, including a new rostrum, baptistry, carpeting, and pews.

Also in 1955 the church began building a school building on land on M-104 donated by Brother and Sister William Garrow. For six years grade one through eight were taught in the room available at that time. In 1963 and 1964 it was enlarged to two rooms and grades nine and ten were added. Prior to the school building, members had bused their children to the F. A. Stahl School in Muskegon.

In July, 1970 the Seventh-day Adventist Community Center at 1119 Washington was opened, thanks to the financial support of area merchants, industries, and foundations. It continued and expanded social services done at the church. The Director of the Center was Gladys Barnett, wife of Delmar Barnett. The Center was valued at \$60,000 when it opened. Half the building was rented out, but when that space became available the church used it for smoking cessation clinics, cooking schools. In the mid-1980s the Center was relocated to 432 Beechtree.

Unitarian Church

The Unitarians, organized in April, 1875, first met in the Cutler House. Rev. M. H. Houghton was the first Minister, followed eight months later by George W. Cook. Their first church building, erected by Healey C. Akeley at 318 Washington in Grand Haven [Lots 327 and 328 of the Original Town Plat] in 1881, was destroyed in the 1889 fire. The Woman's Club acquired a second building erected here in 1924, upon dissolution of the church. The Club had been meeting in the church parlor since its inception in 1891. The building was razed to make room for the post office in 1966.

United Church of Christ

See St. Paul's United Church of Christ.

CITIES, TOWNS, AND VILLAGES

Africa

A letter written by Aaron B. Turner appeared in the July 6, 1857 issue of the *Eagle*, a Grand Rapids newspaper. Turner was owner and editor of the newspaper. In his letter, Turner refers to Africa as a village adjoining Grand Haven. He probably was referring to a colony of African Americans who settled in the Smith Bayou area as early as 1847.

Agnew

Agnew was first named Johnsville for one of the early settlers, John Behm, who settled in Grand Haven Township with his family in 1844. John

Bishop was named the Village's first Postmaster on November 8, 1870, and George W. Harris held that position in the 1890s. The post office closed on January 18, 1875, was reestablished on January 24, 1878, and closed permanently on June 15, 1911. The town was platted as the "Village of Agnew" on May 16, 1889 by Edward E. Stites, in honor of an executive of the Chicago & West Michigan Railroad. That railroad line opened a depot in Agnew, and by 1892 the village was thriving: James Edward and Fred Churchill had a flourishing sawmill and box factory, George W. Harris was Postmaster and proprietor of a hotel, and Delos Barrows operated a general store. By the early 1900s, the W. D. Hoffman Company pickle factory was doing business in Agnew. However, the Pere Marquette Railroad, which absorbed Chicago & West Michigan, eventually closed the Agnew depot. In 1952 the State Highway Department moved the 12 buildings which then constituted Agnew, rather than route the new, four-lane U.S. 31 around it.

Allendale

Allendale Township and the Village of Allendale were named for Captain Hannibal Allen, son of Ethan Allen, hero of the Revolutionary War. Hannibal Allen's widow, Agnes, was an early settler and owned 100 acres in the area. One of the first settlers, Richard Roberts from Wales, who arrived in 1842, was named the first Postmaster on March 24, 1852. In the 1890s Isaac John Quick was Postmaster. The office closed in 1916, but was restored on November 1, 1954, and has been in continuous operation since then. Roberts's brother-in-law, Thomas Jones, arrived in 1844 with John Hanna and Ephraim Pierson, followed shortly by Robert Scott, Scott's mother, and his two brothers, Alexander and James. Alexander Milne settled in the township in 1845, followed two years later by Morris Reed.

Bass Landing

Located at a landing on the Grand River near the west line of Allendale Township, Bass Landing also had the name North Robinson. Joseph G. Failing became the first Postmaster of North Robinson on March 23, 1877. The federal office closed on August 28, 1879.

Bass Landing

Located in Allendale Township, Bass Landing had a post office under the name North Robinson. The office opened on March 23, 1877, with Joseph G. Failing as Postmaster. The office closed on August 28 two years later.

Bass River

From about 1865 to 1936, Bass River was an active community. It was located in the northwest corner of Allendale Township, west of Eastmanville, where the Bass River joins the Grand. On July 18, 1882 Andrew J. White was named the first Postmaster of this small settlement at a landing on the Grand River [Section 7 of Allendale Township], a position he still held in the early 1890s. The office closed on September 30, 1910. Around 1900 Bass River was larger than Allendale. It had two stores, a post office, church, school, and sawmill, and there was a landing for vessels like the *May Graham*, where passengers could be picked up or dropped off, and strawberries, beans, and grapes could be sent down river for shipment across Lake Michigan. Before white settlers arrived, it was a trapping and fishing site for Fox, Muskotay, and Potawatomie Indians, and long before their time, the glaciers left some of the richest and most extensive stores of gravel in the area. As that natural resource was mined, farms were purchased, people moved out, and gravel companies moved in. Gradually, the town disappeared, most of the original sites were under water, and the gravel was gone. [Adapted from an article by Karin Orr, *Grand Rapids Press*, January 1, 1989.]

Battle Point

Battle Point was the name given to a site on the north bank of the Grand River, a few miles up river from Grand Haven, where the river makes a sharp, long bend toward the south and then as abruptly swings back north. Spring Lake and Crockery Townships adjoin each other, splitting the Battle Point area almost in half from north to south. Although not a town or village in any well-defined sense, Battle Point played an important part in the history of Northwest Ottawa County.

There are two stories explaining how Battle Point got its name. The first had to do with a fist fight between two local residents. In 1837, Captain William Kanouse left Toledo on the steamer *Don Quixote* for western Michigan. His boat was wrecked at Thunder Bay, so he crossed the state on foot. Upon his arrival in Grand Rapids he was placed in charge of the *Governor Mason*, the first steamer to ply the river between Grand Rapids and Grand Haven.

Only a few log houses had been erected along the banks among the dense forest. One particular spot on the river looked more attractive to Captain Kanouse than any other on which to build his cabin. Since the government had not completed surveying

the land north of the river, a person wishing to own part of it could do so by obtaining a preemption title, a legal method of obtaining land before it was surveyed or put up for auction by the government. Later, in 1839, the government put this particular piece of land up for sale and the person holding the preemption had the first chance at buying it, in this case, Captain Kanouse. Some other people also had their eye on the same spot. One rumor stated that a James Collins was one of those who wanted the land, and another rumor said that it was a Henry Dusenbury. A desperate fight with words and fists ensued, after which the place was called Battle Point. Since Captain Kanouse's name was the first entry in the abstract of the property, it appears he wasn't the loser. The abstract to the property read: "United States to William W. Kanouse, August 5, 1837. Patent issued on August 10, 1841." He did, however, sell the land before he had clear title to it.

The other version of how Battle Point got its name is more colorful and exciting, according to a story told by Sam Rymer, who lived on the land in question or adjacent to it all his life [Section 36, Spring Lake Township].

Some Ottawa Indians were living in a settlement at Battle Point. The Potawatomies had an encampment across the river in the vicinity of Potawatomie Bayou. The two tribes were not friendly with each other. In fact they disliked each other so much that warfare broke out. Some reports say the flint-headed poison arrows darted across the river daily.

The Potawatomies weren't satisfied with this daily conflict, so they decided to bring matters to a head. They followed the river along its west bank, since the river was running in a northerly direction, and then crossed the Grand when they were north of Deremo Bayou. Following the bayou in an easterly direction they halted at a narrow neck of land that lies between Deremo Bayou, in Spring Lake Township, and Bruce Bayou, in Crockery Township. Their strategy had three steps. First, they would steal the Ottawas' boats so they could not escape by water. Next they would keep the Ottawas from fleeing by land by controlling the narrow stretch of land between the two bodies of water, and lastly they would go to the Ottawa village and kill the occupants. According to the story the Potawatomies were successful in all three maneuvers, and this band of Ottawas was wiped out.

One of the Indian settlements at Battle Point was known as "Fort Village." Captain Kanouse sold his preemption title to a Pierre C. André on October 29, 1839, who in turn transferred it almost immediately to the "Fort Village Band of Indians." Four Indians

had their names on the deed. The first name was Sigganocouse.

That Sigganocouse lived there was confirmed by Franklin Everett in *Memorials of Grand River Valley*, published in 1877: "Fifty or sixty Indians lived at Battle Point where they purchased about 70 acres of land. The chief was named Magobie [nicknamed Sigganocouse or Saginaw Coosco—Black Bird]. He lived to a great age, and was supposed to be near 100 years old when he died. His son, Ahmoos, was a man of influence among them."

Evidently Sigganocouse was chief of some other tribes as well, who were living at Beech Tree in Grand Haven, on the Bass River, and at Spoonville. Chief Sigganocouse was reported as residing in Ferrysburg from 1834 to 1836.

Many years later the heirs of the next two Indians who had their names on the abstract, Waymewonee and Mairheewaw, had a hearing in probate court on the matter. How it was settled is unknown. The fourth name, Peenacewaygeeshick, never appears in the abstract again.

On May 1, 1860 Chief Sigganocouse sold to another Indian by the name of Pagotish. There is some confusion in the next couple of transfers, since the title seems to have shifted back and forth, but mention is made of the burial ground, "half of an acre to be taken from the center as nearly as may be a certain Indian Burial Ground therein situated."

Most of this cemetery was later under water. In 1871 a lease for 10 years was given to the Ottawa County Booming Company. This organization dug a narrow ditch from Indian Channel to the river. The flow of water at this point is the greatest of any place on the Grand. It wasn't too many years before the channel was as wide as the river. Dredging along the side of the river also cut into the bank. Sam Rymer remembered how wooden boxes once were seen extending above the graves. They were about 4 inches square and extended from the face of the dead person, who was buried beneath the ground, to a few inches above ground. The Indians put food down the boxes for 21 days after the corpse was buried, so the dead body would have sufficient food on the way to the "happy hunting ground."

For many years human bones washed up on shore. Carl Adams had permission to dig into one of the graves and found a skeleton that showed the body had been buried in a sitting position. He also unearthed two skulls, a pipe, and many arrowheads. The ground at Battle Point later was owned by the Michigan Conservation Department.

In 1864 Pagotish sold the property to Sophia and William Cobmosay [Cobmoosa], who, like many Indians by this time, had taken English names.

In his early life, Cobmosay was a sub-chief of the Flat River Indians in Kent County. Franklin Everett in *Memorials on the Grand River Valley* described him this way: "He was an old man of majestic appearance. His manner of walking gave him his name, 'The Great Walk.' He had a Mormon supply of wives, no less than six. He stayed behind when others went to Pentwater in 1855. To the last he remained an Indian, living in a wigwam, though rich. He was then tastefully dressed in Indian style and seemed proud that he was an Indian. But each passing year took away his kingly bearing and soon Cobmosay was but a bowed and shuffling old man."

A Mrs Castle, who lived near the Indians at Battle Point, once told about seeing them on their way to Grand Rapids to get their payment from the government. The squaws and papooses all had to go because they had to be counted about once a year. The Indians rode on ponies, while the squaws walked and carried the papooses.

On a grave stone at Kirk Park, a former Boy Scout camp south of Grand Haven, appeared the names of William and Sophia Cobmosa as parents of a five year old boy who was buried there in 1856, eight years before they bought the Battle Point property. There were rich clay deposits near the Kirk Park site, and Chief Cobmosa and his family from north of Grand Haven used to go there to hunt while the women made pottery from the clay. During one of these expeditions the chief's son died and was buried there. Mrs Boyd McCarthy's grandfather, who bought the land from an Indian, said that his father told him that 15 Indians were buried near the boy's grave. He remembered that at one time there was a smaller tombstone near that of the Cobmosa boy's.

On March 13, 1865 Cobmosa and his wife deeded the property at Battle Point to a daughter, Mary Cobmosa. Later that same year Mary deeded it back to her mother. The chief may have died during that time.

In Grand Haven resident Eleanor McNett's scrapbook was an article written years later about the death of Cobmosay. "This old chief had a pronounced penchant for the white man's fire water, and after having been warned by its effect he started out alone to go to a white settlement for more liquor. A terrible storm is said to have blown up and the next morning he was found frozen to death in the

bottom of his canoe washed up on Battle Point, near the village where he had lived.”

Of all the chiefs who lived at Battle Point the most famous was Onamontapay, “Old Rock.” He must have lived there just before Sigganacouse and the other Indians of the Fort Village Bank of Indians purchased the land.

A great conclave was called at Battle Point, while “Old Rock” held sway, for the purpose of discussing killing all white settlers at Grand Haven. Shiawassee, chief of the Indians at Crockery Creek at that time, gave a stirring speech on why they should kill all the whites. Old Rock didn’t agree with him. One of the younger braves also supported Old Rock. This resulted in a majority supporting Old Rock. Chief Shiawassee was so angry as a result of this that he stamped out and the next day he and his whole tribe left the Grand River Valley and went to Canada, never to return.

Several families of Indians, who made Battle Point their home around 1855, showed a desire to live with their white neighbors. Rev. Barlett, a Methodist preacher in charge of the Grand River circuit, helped them to establish a school and Martha Maxfield of Eastmanville became the teacher.

Very little is recorded about the chiefs and their activities in the Grand Haven area. An editorial written after the Indians received their annual payment on December 18, 1854, at Grand Haven, revealed an unusually sympathetic perspective: “On Monday last, the Indians assembled at this place to receive their annual stipend from the government. It is matter of much regret that they should have been so generously supplied by some of our citizens with fire-water, that bane of the Indian as well as the white man. How many little comforts might they have procured with the money thus spent for that which is eating into their very heart’s core, and which with other causes, is fast dwindling their tribes into oblivion. How lamentable is the idea that in a few years more, according to the present ratio of decrease, they will all have passed away and be known only as a race that once existed but is no more.”

Berlin

See Marne.

Blendon

See Townships.

Blendon Landing

The Blendon Lumber Company was formed in in 1854. Around 1866 the partners in the business

were Frederick B. Leonard, Thomas C. Brinsmade, and Jonathan E. Whipple, all of New York State. They sold the company to Edward Cole in September, 1866. Cole was an Ottawa County lumberman. The company owned more than 200 acres in Sections 30, 31, and 32, of Allendale Township, which included the company’s headquarters at Blendon Landing on the Grand River. These sections later became part of Tallmadge and Georgetown Townships. Blendon Lumber also owned several sections in Blendon Township and additional acreage in Georgetown Township. In 1857 the company laid seven miles of private railroad track for the lumbering operation, which started in Section 14 of Blendon Township and ran northeast to Blendon Landing. After the company’s sawmill burned down in 1864 the track was abandoned and by 1876 Blendon Landing and its 200 inhabitants had disappeared.

Borculo

This Dutch settlement in Blendon Township was founded by Jackus Klamderman in 1867, who named it after his native village in the Netherlands [Borkulo]. Herman A. Wiegink became its first Postmaster on March 29, 1882, and Fuda Reumsma held that position in the 1890s. The post office closed permanently on December 31, 1913.

Charleston

This “paper city” was platted in 1836 on the Grand River at Trader’s Creek, two miles downstream from Lamont, but on the opposite side of the river, and a mile east of Eastmanville. It first had been settled by Pierre Constant, a trader for the British Fur Company, who in 1810 built a post at the junction of the Grand River and Trader’s Creek. The plat called for 64 square blocks of lots, and land was set aside in the center for the County Courthouse, in the hopes that Charleston would become the county seat. Richard Roberts built a sawmill, a spoke factory, a store, and a blacksmith shop. David Carver and Alonzo L. White were the proprietors of the village, which showed 700 or 800 lots. In 1872 the mill machinery and the store were put on two flat boats and moved to Beach Tree, on the Grand River at the east end of what became Beechtree Street. The move effectively ended the development of Charleston.

Coopersville

In 1845 Benjamin F. Cooper, from Utica, New York, purchased 640 acres in Polkton Township. He and his two sons built a sawmill. Dr. Timothy Eastman was the first postmaster, appointed on May 28, 1846. By the 1890s George T. Peck was

Postmaster. Eastman wanted to name a town on the Cooper property Polkton [Polkten], in honor of President James Polk. In 1858, when the Detroit & Milwaukee Railroad [later the Grand Haven and Muskegon] came through the area, Cooper offered to donate 160 acres of land if the company would build a depot on it and name the station after him. On January 2, 1859, the name Coopersville became official. It was incorporated as a village in 1871, and became a city in 1967. The Grand Trunk Railroad also had a line running through Coopersville and maintained a station. H. J. Heinz operated a pickle factory in Coopersville.

Crisp

Located in Olive Township, Crisp was another of the Dutch settlements growing out of Holland. Wybe Nienhuis became the first Postmaster on November 20, 1893. The post office closed on December 31, 1904.

Davisville

See Ventura.

Dennison/Polkten/Hatch's Mill

A village developed around Hatch's sawmill in Section 17 of Polkton Township, a few miles west of Coopersville. It was known as Hatch's Mill until the Detroit, Grand Haven, & Milwaukee Railroad came through in 1858. When the village was platted it was first known as Polkten. The first Postmaster of Polkten was Washington W. Worden, appointed on February 16, 1866. The following April 9 the town was renamed Dennison to avoid confusion with the township. Susan McLellan held the position of Postmaster in the 1890s.

Eastmanville

On July 11, 1838 a post office opened in a town originally called Scranton for early settler, Dr. George Scranton, who arrived in 1835. The post office closed on March 18, 1842. In 1842 Dr Timothy Eastman renamed the town Polkton, in honor of President James Knox Polk [see also Coopersville]. My 1844 the riverside community had a cemetery, log school house, and "Midway House" [inn]. On May 28, 1846, the Polkton post office was established with Timothy Eastman as the first Postmaster. He held the position only a little over a year, and on July 10, 1847 William C. Comfort became Postmaster. In 1855 the elderly Eastman, with his sons Galen and Mason, platted the Village of Eastmanville. On March 8, 1856 the name of the village was changed again, this time to Eastmanville. The failure to obtain a railroad line limited the town's potential for growth. Timothy

Eastman became Postmaster again on March 8, 1856. The post office was changed from Polkton to Eastmanville at this time. By the year 1857 the mail arrived daily, in the summer time, by riverboat. The time of arrival was noon, but the post office itself opened at five o'clock in the morning. By then the town had added a drygoods store, a livery, and steam sawmill.

Succeeding postmasters at Eastmanville were Galen Eastman beginning October 20, 1864; Adam Wagner on April 7, 1868, Simon Lieffers on June 17, 1889, and John A. Wagner, July 1, 1893. The post office was discontinued at Eastmanville on September 30, 1910.

The Eastmans, natives of Maine, arrived in the region in 1836. The earliest date recorded on any marker in the Eastmanville cemetery is that of Harry Miller, son of Captain Harry Miller, and Elizabeth D. Miller's brother, Sam, who helped Dan Realey on his farm. In 1838 Realey sowed and harvested the first crop of wheat in the county, consisting of almost three acres. In 1846 there were only four barns in Polkton Township. These were all near Eastmanville, and one of them was on the Realey farm. Their home became known as the Mid-way House, since it was half way between Grand Rapids and Grand Haven on the blazed trail running north of and adjacent to Grand River. The Realey home became the first county infirmary building at the County Poor Farm, about a mile west of Eastmanville.

Ferrisburg

See Ferrysburg.

Ferrysburg [Ferrysburgh]

Ferrysburg was known as Ottawa Point in 1850, then in 1855 as Ferry's Point. Frank McCooey was one of its early settlers. William M. Ferry acquired land in the area by preemption in 1834, and the village was platted by William Ferry II and Thomas White Ferry, his sons, in 1857, who named it Ferrysburg for their father. On August 20, 1859 Uzell B. Eames became the first Postmaster. The office closed on May 6, 1863, but was reopened on December 17, 1866, and Charles Strobe was Postmaster in the 1890s. The name of the village was changed to Ferrisburg on August 17, 1894, but reverted to Ferrysburg the following September 27. The Ferrys built the first mill on the point. Ferrysburg was classified as a city in 1963.

Ferrys Point

See Ferrysburg.

Fishingtown

A letter written by Aaron B. Turner appeared in the July 6, 1857 issue of the *Eagle*, a Grand Rapids newspaper. Turner was owner and editor of the newspaper. In his letter, Turner refers to Fishingtown as a village adjoining Grand Haven. He may have been referring to a collection of fishing shacks that lined the banks of the Grand River at the foot of Dewey Hill.

Grand Haven

Rix Robinson had a trading post for his fur business when Rev. William M. Ferry, his family, and a few others arrived from Mackinac Island on November 2, 1834. Robinson, Ferry, Nathan M. White, Ferry's brother-in-law, and Robert Stuart, Ferry's friend and financial supporter formed the Grand Haven Company to buy land, build a lumber business, and develop the area. Rev. Ferry wished to name the town Stuart, in honor of his friend, and for a few months he was Postmaster of a town by that name. Robinson's plat, recorded in April, 1835, preceded Ferry's application and the name Grand Haven became official on August 12, 1835. Ferry remained Postmaster Grand Haven until 1853. Prior to 1853 the post office was located in Ferry's building on Harbor Drive. In 1853 it moved to a building then occupied by H. Tepon, and Ebenezer W. Barns became the new Postmaster, a position he held until 1861. By the 1890s Thomas Parish held that post. In 1872 a new post office was constructed at 100 Washington Street, and in 1906 a Federal Building, including the post office, opened for business at the northwest corner of Washington and Third Streets.

Grand Haven was incorporated as a City on March 30, 1867. At the first election, held two days later, George Parks was named Mayor; Charles T. Pagelson, Recorder; Jacob De Boe, Treasurer; and William M. Ferry and Dr. Arend Vander Veen, School Inspectors.

Harlem [Haarlem]

Named for a city in The Netherlands, Harlem was an outgrowth of the Dutch settlement at Holland, founded in 1847.

Hopkins Mill

When Captain Benjamin Hopkins built a sawmill on a point of land on the shores of Spring Lake in 1837, the area was referred to as Hopkins Mill. Later the wider area was known as Mill Point, and finally as Spring Lake.

Johnsville

See Agnew.

Kirk's Junction

Located in Section 4, near the north boundary of Spring Lake Township, about one mile north of Ferrysburg, Kirk's Junction boasted a train depot for the Chicago & West Michigan Railroad [later the Pere Marquette].

Lamont

In 1833 Henry and Zina Steele settled in the area of Tallmadge Township now called Lamont. The town first was known as Middleville and then Steele's Landing. In 1842 Thomas B. Woodbury, Harry Steele, and J. O. Hedges lived on the outskirts of the village, and Allen Stoddard's home was a short distance up river. About this time Steele's Grocery was the only one between Grand Rapids and Grand Haven. Lamont also had the only school between those two cities. By 1860 brothers George and Sylvester Luther owned a retail store, William M. Blakeney operated a grocery, and W. H. H. Palmer was the local physician. On January 9, 1851 Reuben Reynolds became the first Postmaster. In 1851 the Steeles platted the Village of Middleville, so named because it was halfway between Grand Rapids and Grand Haven. The post office name remained Steele's Landing. In 1855 Lamont Chubb offered the town a road scraper in exchange for naming the town after him. On July 2, 1856, the name of the village and the post office was officially changed to Lamont. Mary Hedges was Postmaster in the 1890s. From the 1890s to at least 1912 the Lamont Button Factory stood on the banks of the Grand River.

Macatawa

Macatawa was platted in 1836 near Lake Michigan on the south side of Lake Macatawa. This ambitious project was to have 105 square blocks, with eight lots per block. By comparison Grand Haven's original plat was 26 blocks and Holland's was 60. The name came from a word in the Ottawa language meaning black. The nearby inland body of water was called Black Lake before it was renamed Macatawa, because the water was very dark before an opening was cut through to Lake Michigan. Macatawa initially did not develop as planned, and in 1850 it became a settlement for Protestant missionaries. The Chicago & West Michigan Railroad built a depot here, and named it Macatawa Junction. By 1855 Macatawa had lost its religious connection and become a resort, with more than 200 summer homes already constructed. William Van Regenmorter became its first Postmaster on May 9, 1896.

Marne

Justin Walker was the first white settler in Wright Township, arriving there in 1839. Other early arrivals were Benjamin F. Lillie, who came in 1843, Perley Lawton in 1847, and Harry S. Lawton, in 1849. The Village of Berlin was laid out in 1857 with approximately 100 lots on Mill Pond, a swelling in Sand Creek, which flows into the Grand. By 1864 there were two physicians, John T. Dayton and Ezra Walling, a hotel, drygoods store, wagon factory, and saloon. The Detroit & Milwaukee Railroad [later the Grand Rapids, Grand Haven, and Milwaukee] built a depot in Berlin, and the town had a bank, hotel, saloon, livery, and feed and grain store in the early 1900s. George W. Woodward was the first Postmaster, appointed on September 23, 1852. In the 1890s John Mead held that position. The large number of early German settlers led to the town being named Berlin, but, as a result of World War I, the name was changed on June 5, 1919 to Marne, commemorating the battle at that site in France.

Mill Point

See Spring Lake.

Muir

In 1867 the Grand Haven city limits were extended as far east as "The Beech Tree" [later giving rise to the name Beechtree Street] and westerly to include the Detroit, Grand Haven & Milwaukee Depot and other improvements on the north side of the river. This took care of the quarrel that had been going on about a name for this rapidly growing village on the other side of the river. Editor Henry Clubb of the *Ottawa Clarion* wanted to call it Sanford or Cedarville, while Editor John Barnes of the *Grand Haven News* suggested Muir in honor of the efficient superintendent of the Detroit & Milwaukee Railroad, W. H. Muir. Apparently the name Muir won out, although it was never officially adopted. Between 1858, the year the railroad arrived, and 1870, when tracks were laid on the Grand Haven side of the river, Muir was the site of several hotels, including the Railroad Hotel, managed by Farnham and Gertrude Lyon, the Western Hotel, managed by Patrick and Mary Fenn, the Michigan Exchange, and Grand Haven House. There also was a tavern, an ice house, a coal depot, and numerous fishing huts. One of the hotels was part of the two-story, frame passenger depot, with freight sheds nearby. There was a dock for the ferry trip across the river and other ships. One of the ferries was a small steamer called *Phoebe*, built in 1865 by Reuben Vanderhoef and Charles Pfaff. The shifting sands made it very

difficult to keep the railroad tracks open to Muir. According to John T. Perkins, an early railway agent, the buildings at the foot of Dewey Hill gradually rotted and were gone from the scene by 1884.

Newburg

Newburg was a small village one-half mile east of Eastmanville. It was platted by Jacob De Munn in 1857, and during its brief existence consisted of a spoke factory and a small boarding house. Henry Lieffers owned the land later.

North Robinson

See Bass Landing.

Nortonville

The Village of Nortonville was located four miles up river from Grand Haven on the north bank of the Grand River at the site where Colonel Amos Norton built the area's first sawmill in 1837. Norton Township was organized in 1839. Norton was the first Postmaster of the Nortonville post office, taking on those duties on January 5, 1846. The post office closed on March 22, 1859, but was reopened from April 22, 1872 to July 31, 1876. The Chicago & West Michigan Railroad built a depot here. From 1839 to 1849 Colonel Norton and his son George guided the development of the township. Then, in 1849, the name was changed to Spring Lake Township. After 1869, when Mill Point became the Village of Spring Lake, Nortonville began to fade as a commercial center and eventually disappeared.

Nunica

The first white settler in the Nunica area was Manley Patchin, who arrived in 1836, followed by William Hathaway II, three years later. Hathaway became the first postmaster on February 7, 1848 of Crockery Creek. The name was changed to Nunica on January 8, 1859. Nunica was platted by Henry Ernst on August 25, 1865. The name was derived from the Ottawa word "monika" [menonica], which referred to the clay found in abundance in the area, and from which the Native Americans made pottery, or crockery. Crockery became the name of the Township. Henry W. Cleveland, who arrived in Spring Lake in 1856, had a drugstore in Nunica, and he also was Postmaster and Supervisor at different times. In 1865 Michael C. Carpenter ran a grocery and provisions store, William Hathaway was proprietor of a hotel, and C. C. Thrasher was a dealer in "Staves, Groceries, and Provisions." By 1892-93 Joseph Brown & Son owned the Nunica Roller Mills, providing such grains as graham flour, granulated meal, "fine middlings," wheat bran, and

corn meal; John D. Pickett II ran a grocery store in the post office building, and also offered “provisions, flour and feed;” P. [Phebe] M. Cleveland & Son offered drugs, school books, wall paper, tobaccos, and groceries; William Mines and Parkhurst Bros. operated general stores; Alfred Warner had a restaurant; Jonathan Westover owned a wagon shop; John S. Wright had a medical practice, and he also offered “Blooded Horses For Sale;” Robert Green provided local residents with a saloon; John Treloar and G. Pluves were both blacksmiths; and William Hensley ran a confectionery [candy] store. About the same time John Pickett was Postmaster.

Olive Center

Named for its location in Olive Township, the small town was organized in 1857. Mason R. Merritt, one of the early white settlers, arrived in 1864. James H. Carey had a large sawmill here. Henry D. Jones became the first Postmaster on December 20, 1875. By the 1890s John Vinkemulder held that position. The post office closed on November 30, 1906.

Ottawa [Ottawa City]

Platted on December 29, 1835, a year earlier than most of the other “paper cities,” Ottawa was placed on the west side of the Grand River at Ottawa Creek, about 300 yards downstream from the later M-45 bridge near the Grand Valley State University campus. The plat contained 550 lots, but nothing was ever built.

Ottawa Beach

In 1886 the West Michigan Association was formed to buy land on Lake Michigan, opposite Macatawa, and build a resort hotel, which the Association named the Ottawa Beach Hotel. There also was a campsite, for tenters. The Chicago & West Michigan Railroad, later absorbed by the Pere Marquette Company, built a depot here. Joseph H. Spires was the first Postmaster, taking over those duties on August 12, 1886. The office closed on October 12, 1886, but was reopened from May 24, 1887 to October 12, 1889 and again from June 16, 1890 to August 5, 1891.

Ottawa Centre [Center]

Developed somewhat later than the other “paper cities,” Ottawa Centre wasn’t laid out until 1855 by Benjamin Smith on the north side of the Grand River between Eastmanville and Nunica. It was to have 12 blocks. Smith became the first Postmaster on July 11, 1853. Ottawa Centre derived its name from its location in the center of the County. At one time the village had a sawmill and store combined

with a saloon. The mill manufactured a schooner and the riverboat *Henry R. Williams*. Lucy Bates taught school in Ottawa Centre in 1859.

Ottawa City

See Ottawa.

Ottawa Point

See Ferrysburg.

Ottawa Station

Ottawa Station was platted in Sections 3 and 4 on the north boundary of Olive Township in 1873. The Chicago & West Michigan Railroad built a depot here. Joel M. Fellows was named the first Postmaster on October 11, 1871. The village was platted by James Sawyer in 1872. Adam Lick was Postmaster in the 1890s. The post office was closed permanently on December 31, 1904.

Polkton [Polkten]

See Eastmanville and Coopersville.

Port Sheldon

Port Sheldon in what was then Olive Township was the first wildcat town of Michigan. In 1836 Alex H. Jaudon [Laudon] and some other New York and Philadelphia capitalists, who called themselves the Port Sheldon Company, arrived with a vessel loaded with provisions and stores, and houses ready to be set up on a location near the confluence of Pigeon Creek and Lake Michigan. They brought about 40 men, directors, superintendents, surveyors and engineers. The developers laid out a city of 142 blocks with 22 lots in a block on the north side of Pigeon Lake, where Consumer’s Energy later located. Seven lots were for churches, one was for a fish market, two for other markets, four for a railroad depot, four for a city hall and one for a schoolhouse. They had at first hoped to carry out their plans in Grand Haven, but were unsuccessful in eroding the holdings of the Grand Haven Company.

The developers improved the harbor and built piers on the lake. A railroad was laid through the city and into the woods. Good roads were built to Grand Haven and Grandville at a cost of \$10,000. They built a lighthouse, which operated for two years, and a beautiful boat and yacht club. The 60’ x 120’ hotel, known as the Ottawa House, was built at a cost of \$40,000. There was also a \$10,000 office building, a \$10,000 store, and a \$20,000 steam mill, in addition to 15 small dwellings.

The second year there were about 300 inhabitants, mostly supported by the Company. The small opening from Pigeon Lake to Lake Michigan could

not be maintained, so ships were unable to dock. After several years the hotel and 30 lots were sold for less than the cost of the paint and glass used in constructing the building. The pillars became a part of the Art Museum building in Grand Rapids.

The first Postmaster was Edmund R. Badger on February 13, 1838. The post office closed on June 7, 1845, reopened on July 1, 1867, and closed again on July 15, 1872. On April 23, 1894, the post office reopened yet again, this time with Christian J. Cook as Postmaster. The office closed for good on October 15, 1906. About this time Pigeon Lake Resort was platted on the north side of Pigeon Lake, and the south side of the lake became known as Port Sheldon Beach, and extended to Lake Michigan.

Potawatomie [Pottawatamie]

Located on the south bank of the Grand River in Grand Haven Township, this small settlement had its own post office from January 28, 1870 to April 10, 1873. Alonzo Carter was the Postmaster.

Robinson

The Village of Robinson was located in Section 22, close to the center of the township with the same name. The area was settled in 1835 by Ira, John, Lucas, and Rodney Robinson, brothers of Rix Robinson. The first town meeting was held at the home of Ira Robinson in 1856. John W. Barnard became the first Postmaster on June 15, 1857, and William Foster held that position in the 1890s. The office closed permanently in 1892.

Scranton

See Eastmanville.

South Olive

This small town was named for the township in which it was located.

Spoonville

John Spoon, born in Seneca County, New York, in 1829, learned the carpenter's trade and came to Crockery Township with his brother Daniel in 1856, settling in what came to be known as Spoonville on the Grand River. He built a sawmill and permanent residence there, and owned the largest farm in Ottawa County at one time, 848 acres. He wish to convert "the howling wilderness into smiling fields." His barn, measuring 100 feet by 40 feet, was supported by 24 posts and soared 60 feet to the top of a cupola. It cost \$2,000 to build. The sawmill had a large, circular saw, a gang edger, and a lath and picket machine. It was capable of milling 40,000 board feet per day, and in 1881 produced

7,500,000 feet. Spoon died April 26, 1892. The Chicago & Michigan Lake Shore Railroad built a station in Spoonville in 1870, and until 1882 the railroad from Nunica to Holland crossed the river at Spoonville. A cable-operated ferry crossed the river at the same site into the 1930s. The village was located on the north banks of the Grand River, near the southeast corner of Section 28 of Crockery Township. It was known for its Indian mounds, containing skeletons, stone, and copper implements, and ornamented earthen vases. In 1870 Spoonville was a stop on the Chicago & Michigan Lake Shore Railroad.

Spring Lake

The first white settler in the area was Amos Norton, who arrived in 1837. Colonel Norton built a sawmill on the north bank of the Grand River, near its confluence with Lloyd's Bayou, near the later town of Nortonville. The same year Benjamin Hopkins arrived from Canada and built a sawmill on Spring Lake, and for awhile the area was referred to as Hopkins Mill. In 1844 Jabez Barber and Richard Mason built the Barber Mill at Mill Point, as it was called then. Spring Lake was platted as Mill Point in 1849 by Silas C. Hopkins and Thomas W. White, brother of Rev. Ferry's wife Amanda White. The first meeting for the organization of Mill Point was held in the schoolhouse near Barber's Mill on April 2, 1849. The post office opened for the first time on May 1, 1851, with Le Moyne S. Smith as Postmaster at a wage of \$75 per year. He was followed by Hiram Reed, who served from March 4, 1858 until May 10, 1861. Sylvester S. Rideout was Postmaster in the 1890s. The post office was located from time to time in different shops, such as Perham's Drug Store. Later the office was situated at 122 East Savidge, until it was moved to 109 South Jackson in 1950. Ten years later the post office moved into a new, \$45,000 building at 211 West Exchange.

The population of the Village grew slowly in the early years, from 371 in 1851 to 388 in 1858. The name of the community was changed to Spring Lake on May 28, 1867 and incorporated as a village two years later. Hannibal Hopkins was the first Village President, and the first Trustees were Allen C. Adsit, John H. Newcomb, and Martin Vischer. Loren O. Perham was named Treasurer in the first year of incorporation, and Henry W. Cleveland was Recorder. By then the the center of commercial activity had shifted from Nortonville to Mill Point.

Steele's Landing

See Lamont.

Stuart

See Grand Haven.

Superior

Superior was platted on July 2, 1835 on the north side of Black Lake [Lake Macatawa], not far from present day Waukazoo. Plans showed 122 water front lots and 465 back lots. The proprietors were Edward H. Macy as Manager, Cyron Burdick, Elisha Belcher, and Caleb Sherman. The group called itself the Black River Company. They built a road to Grand Haven, probably the forerunner of Lakeshore Drive. A post office opened with the name Tuscarora on August 1, 1839 with Captain Macy as Postmaster. Sand banks blocked the harbor and the post office closed on July 24, 1840. About the same time the village the village failed. The site later became the summer home of Chief Waukazoo, and took the Chief's name. In 1827 Chief Waukazoo and a band of 300 Ottawas lived near the present city of Holland.

Tuscarora

See Superior.

Ventura

Located in West Olive Township [now Port Sheldon Township], not far fromr Lake Michigan near the Holland and Olive Township boundary, this small town also was known as Davisville, probably named for the Davis family, which owned considerable acreage in the area. George W. Joscelyn ran a general store here. The post office, which opened on July 30, 1862 with Abraham H. Stansbury as Postmaster, closed on November 2, 1909. Joscelyn held the position of Postmaster in the 1890s.

Warren City

As shown by the story of Port Sheldon, in the first half of the nineteenth century Eastern investors saw an opportunity to make money by platting cities and towns in Michigan to attract the large numbers of people moving west, thanks to the opening of the Erie Canal in 1825. Unfortunately, many of these plats became "paper cities," including Warren City, which was platted in 1836 to have 90 river lots and 500 back lots. Located on the south side of the Grand River and west of the mouth of the Bass River, on the Robinson and Allendale Township lines, it failed to attract any permanent residents. In 1840 Warren City was selected by the Board of Supervisors to be the County's seat, but official business continued to be carried out in Grand Haven. Plat maps of the nineteenth century show some of these "paper cities." David Smith was one

of the few residents of Warren City along with some Native Americans. George W. Amigh in Section 7, Jesse Molyneux in Section 7, and Charles W. Ingraham in Section 6 were early fruit farmers.

Waukazoo

See Superior.

Waverly

A town named Waverly was platted but never recorded. Located to the east of Holland, at the northeast intersection of Chicago Drive and Waverly Road [120th], the town was built around a quarry that mined what was thought to be Waverly stone. Further examination proved it to be Marshall stone, but the name Waverly persisted. Waverly Street in Grand Haven once connected with the town of Waverly.

West Olive

The town of West Olive was platted in 1870 by R. M. Paget. The post office opened on November 8, 1870, with John P. Hanchett the first Postmaster. In 1884 the Chicago & Western Michigan Railroad had a station in the village. By the early 1900s the H. J. Heinz Company had a pickle factory here. A sawmill, general store, and school also were situated in the town. Samuel Mountford [Montford] was Postmaster in the 1890s.

CIVILIAN CONSERVATION CORPS [CCC]

Toward late summer 1938, a camp for Civilian Conservation Corps workers opened in Mulligan's Hollow, later the site of the YMCA. The CCC was a nationwide depression-era organization, developed to assist in stopping the loss of topsoil through erosion. In Ottawa County, the CCC worked closely with the newly formed Ottawa Soil and Water Conservation District. 193 enrollees attended the first camp, made up of about twenty buildings constructed to represent the "mitten" shape of the lower peninsula. The total cost of the development was nearly \$50,000. The CCC accomplished its local mission by laying brush on sand blows and planting dune grass and pine trees to stop or retard the movement of sand. Glenn Eaton, who became a resident of Grand Haven, joined the CCC in Grand Haven as Camp Forester. Captain Arthur Niemz was in charge. A typical day began with reveille at 6:00 a.m., followed by breakfast in half an hour, camp cleanup at 7:00, and works call at 7:45. The workers were given lunch [mess] in the field, and returned to the camp about four in the afternoon. The evening meal was served at 5:00, followed by classes. Bedtime was set at 10:00 p.m., except Wednesdays, Fridays, and Saturdays, when 11:00

was set for lights out. CCC applicants had to be between 17 and 23, unmarried, unemployed, and in good physical and mental condition. The minimum term was six months. During WWII, the site became a Coast Guard training camp.

CIVIL WAR

The Civil War began with the firing on Fort Sumter in mid-April, 1861. President Lincoln put in a call for 70,000 volunteer troops, and many from Northwest Ottawa County responded to the call. Others enlisted in regiments close to their hometowns and settled in this area upon the war's end. Among those known to have enlisted, Noah Ferry probably is the best known. The son of Rev. Ferry, Noah recruited a company of men in White River Township, Muskegon County, in August, 1862. The group called itself the White River Guard. Ferry, who was soon promoted to Major in Company F of the 5th Michigan Cavalry, was killed in the Battle of Gettysburg on July 3, 1863. He was buried at Lake Forest Cemetery in Grand Haven. A total of 1,547 men from Ottawa County served in the Union Army during the war, and 207 never returned. Five of them, Albert De Groot, Darius A. Markham, Hendricus Nyland, Albert Simmons, and Nathan Tompkins, died at Andersonville, a Confederate prison.

Following is a partial list of the local men who served. [See the *People* directory for more complete biographical sketches.]

William W. Ackley, 44th Ohio Light Artillery.
Eli Adams, 8th Ohio Infantry.
Hiram M. Adams, 123rd Ohio Infantry.
Allan C. Adsit, 44th New York Volunteers.
Dewitt Ainsworth, 1st Wisconsin Heavy Artillery.
Healy C. Akeley, 2nd Michigan Cavalry.
Harry C. Albee, 21st Michigan Infantry.
Joseph Anderson, Chaplain, 3rd Michigan Infantry.
Thomas F. Anderson, 2nd Michigan Cavalry.
Elijah Angel, 128th Ohio Cavalry.
Albert Ashley, Navy, 3rd Massachusetts Infantry and 4th Massachusetts Cavalry.
Isaac E. Bailey, 102nd Michigan Colored Infantry.
William Baird, 1st Michigan Cavalry.
John Ball, 21st Michigan Infantry.
Alfred S. Baker, 42nd Indiana Infantry.
Joseph C. Barnum, 34th Iowa Infantry and 38th Iowa Infantry.
Thomas Barry, 15th Michigan Infantry.
Arza Bartholomew, 21st Michigan Infantry.
William Bartholomew, 21st Michigan Infantry.
George W. Baughn, 7th Michigan Cavalry.
Harley C. Bement, 3rd Michigan Infantry.
Rutson Bennett, 102nd Michigan Colored Infantry.

Aloys Bilz, Michigan Lancers.
Antone Boet [Tony Boot], 8th Michigan Infantry.
Lewis Bon, 4th Wisconsin Cavalry and 15th Connecticut Infantry.
Joel A. Bond, 21st Michigan Infantry.
George Borck, 32nd Michigan Infantry.
Charles B. Bowen, 72nd Indiana Infantry.
Charles Boyden, 3rd New York Cavalry.
James Boyes, 7th New York Heavy Artillery.
John Brems, 105th Illinois Infantry and 1st U.S. Engineers.
Francis W. Briggs, 73rd Indiana Infantry.
Cyril P. Brown, 4th Michigan Infantry.
Joseph Brown, 3rd Michigan Infantry.
George A. Chapel, New York Heavy Artillery.
Jacob Chapman, 6th Michigan Cavalry.
Nathan Church, 26th Michigan Infantry.
Ethan Clark, 1st Rhode Island Cavalry and 25th New York Cavalry.
Henry S. Clubb, Quartermaster, Michigan Volunteers.
Josiah Cobb, 7th Michigan Cavalry.
Andrew M. Cole, 8th New York Light Artillery.
Charles Conger, detachment unknown.
David B. Conger, 8th Wisconsin Infantry.
Gilbert Cooley, 3rd Michigan Infantry.
Augustine Cornwall, 23rd U.S. Infantry.
Erastus Cornwall, 94th New York Infantry.
Eben [Eber] Crandall, 14th Michigan Infantry.
Edward L. Craw, 6th Michigan Cavalry.
Marvin H. Creager, 2nd Michigan Cavalry.
Edward G. Crosby, 1st Michigan Cavalry.
John M. Crow, 22nd Iowa Infantry.
Henry F. Dake, 4th Michigan Infantry.
Asa G. Darbee, 13th Illinois Infantry and 47th Illinois Infantry.
Edward P. Davidson, 3rd Michigan Infantry and 5th Michigan Infantry.
Jacob Deboe, 8th Michigan Infantry.
Earl Deremo, 1st Michigan Light Artillery.
Nelson L. Deremo, 70th New York Infantry.
Peter De Spelder, 16th Michigan Infantry.
Austin P. Dibble, 3rd Michigan Infantry, 9th Michigan Cavalry, and Michigan Light Artillery.
Elmer C. Dicey, 5th Michigan Cavalry and 1st Michigan Sharpshooters.
C. N. Dickinson, 21st Michigan Infantry.
George Dixon, 1st Michigan Cavalry.
Robert Docking, 20th Michigan Infantry.
Mark Doddington, 33rd New York Infantry and 11th Pennsylvania Infantry.
Frederick Douck, 17th Michigan Infantry.
Joseph A. Douglass II, 9th Vermont Infantry.
John W. Downs, 60th New York Infantry.
William Henry Drake, 3rd Michigan Infantry.

Solomon Dunkelberger, Pennsylvania Light Artillery.
Richard C. Duryea, 1st U.S. Artillery and 7th New York Hard Artillery.
Peter Dushane, 21st Michigan Infantry.
Chid Duvernay, Drummer Boy, 1st Michigan Sharpshooters.
Eli Duvernay, 21st Michigan Infantry.
Isaac Duvernay, 5th Michigan Infantry.
Samuel Eames, 42nd Illinois Infantry.
Egbert Eastway, 14th Michigan Infantry.
Harris Elliott, 102nd U.S. Colored Troops.
Isaac Emlaw, 10th Michigan Cavalry.
Miner J. Emlaw, 3rd Michigan Infantry.
William Emlaw, 23rd Michigan Infantry.
Casper Ernst, 14th Michigan Infantry.
John B. Estelle, 5th Michigan Cavalry and 2nd Ohio Cavalry.
Gottlieb Ewald, 29th Michigan Infantry.
George A. Farr, 1st Michigan Infantry.
Jacob Ferris, 21st Michigan Infantry.
William M. Ferry, 14th Michigan Infantry.
Edward Finch, 6th Michigan Cavalry.
John Finch, 3rd Michigan Infantry.
Robert Finch, 1st Michigan Sharpshooters.
Andrew Frickman, 23rd Illinois Infantry.
Eugene Gardner, 1st Wisconsin Cavalry and 37th Wisconsin Infantry.
Edward Gibbs, 3rd Massachusetts Artillery.
Samuel C. Glover, 39th Ohio Infantry and 73rd Ohio Infantry.
John V. B. Goodrich, 4th Michigan Infantry.
Francis M. Green, 195th Ohio Infantry.
Robert Haire, 5th Michigan Cavalry.
Caslin Hamilton, 10th Michigan Cavalry.
Frederick Hannum, 37th Massachusetts Infantry.
Isaac Hannum, 143rd Indiana Infantry.
Frederick W. Harris, 21st Michigan Infantry.
Gilman R. Harris, Wisconsin detachment.
Milo O. Hatch, 21st Michigan Infantry.
Alvin G. Hayward, 2nd U.S. Sharpshooters and 5th New Hampshire Infantry.
Charles Hinsley, 14th Michigan Infantry, U.S. Army Engineers, and U.S. Veteran Reserve Corps.
Calvin Holcomb, 1st Michigan Engineers.
Harry [Henry] Holcomb, 7th Wisconsin Infantry.
Louis M. Holcomb, detachment unknown.
Mordecai Hopkins, 3rd Michigan Cavalry.
Horace Howe, 13th New York Infantry.
Birney Hoyt, 6th Michigan Cavalry.
Hurless, Martin O., 140th Illinois Infantry.
Isaac Hunting, 21st Michigan Infantry.
Robert S. Innes, 1st Michigan Engineers.
William P. Innes, 1st Michigan Engineers.
Andrew J. Itsell, 10th Michigan Cavalry.
Joseph L. Jackson, 33rd New York Infantry and 2nd Ohio Cavalry.
Alexander Jeffers, 5th New York Heavy Artillery.
Benjamin Jones, 102nd [1st] Michigan Colored Infantry.
Asa Joy, 20th Michigan Infantry.
Orange Jubb, 7th Michigan Cavalry.
Andrew S. Kedzie, detachment unknown.
Alexander Keeler, 10th Michigan Cavalry.
John S. Kelly, Michigan detachment.
Joseph W. Kibler, 41st Ohio Volunteers.
George F. Kirland, 9th Michigan Cavalry.
Thomas Kraai, 8th Michigan Infantry.
Enos Lesperance, 2nd Michigan Cavalry.
John M. Lockie, 65th Illinois Regiment.
Edward K. Lord, 12th Wisconsin Infantry.
Stephen L. Loring, 3rd Michigan Infantry.
John Luikens, 1st Michigan Sharpshooters.
Lucius Lyman, 2nd New York Heavy Artillery.
Walter Lynn, 10th Michigan Cavalry.
Abraham Mastenbrook, 1st Michigan Engineers.
John Mastenbrook, 1st Michigan Engineers.
George McBride, 15th Michigan Infantry.
Jay McCluer, 6th Michigan Cavalry.
Orange McCluer, 3rd Michigan Infantry and 5th Michigan Infantry.
John T. McMann, 21st Michigan Infantry.
Jacob B. McNett, 1st Michigan Sharpshooters.
M. R. Merritt, 19th Michigan Infantry.
John Middlemist, 13th Michigan Light Artillery.
Francis M. Miles, 3rd Michigan Cavalry.
David Miller, 4th California Cavalry.
Ephraim Molson, 31st U.S. Colored Troops.
Sylvester L. Morris, 5th Michigan Cavalry.
George P. Moore, 73rd Indiana Infantry.
S. C. Moore, detachment unknown.
Ephraim Moulson, 31st U.S. Colored Infantry.
Samuel Mountford, 5th Wisconsin Light Artillery.
Isaac Myers, 10th Michigan Cavalry.
Daniel Nash, 7th Indiana Cavalry.
John M. Nelthorp, 3rd Michigan Infantry.
George W. Newton, 15th Michigan Infantry.
Nelson Niels, 83rd U.S. Colored Infantry.
Frederick Nims, 5th Michigan Cavalry.
John North, Unassigned Michigan Light Artillery.
James O'Connell, 5th Michigan Cavalry.
George Osgood, 3rd Michigan Cavalry.
Hessel Osterhoff, 21st Michigan Infantry and 14th Michigan Infantry.
Joseph Palmer, 2nd Michigan Cavalry.
Philander Palmer, 13th Michigan Infantry and 2nd Michigan Infantry.
Orlando Parker, 147th New York Infantry.
Amos Parrish, Dygert's Co., Michigan Sharpshooters.
Enos Parrish, 1st Michigan Light Artillery.

Edgar James Perkins, 3rd Michigan Infantry.
 Noah Perkins, 1st Michigan Engineers.
 John D. Pickett, 3rd Iowa Cavalry.
 Charles E. Plant, 2nd Michigan Cavalry.
 Francis J. Plant, 14th Michigan Infantry.
 Henry E. Plant, 14th Michigan Infantry.
 William Plant, 7th Michigan Cavalry.
 Edmund R. Porter, 68th Ohio Infantry.
 George W. Prentice, 7th Michigan Cavalry.
 Enno Pruim, 21st Michigan Infantry.
 George Quinton, 22nd Wisconsin Infantry.
 William Quinton, Michigan 14th Infantry.
 Alle Reenders, 25th Michigan Infantry.
 Eldert Reenders, 21st Michigan Infantry.
 Enoch L. Rhodes, 4th Michigan Cavalry.
 Eber Rice, 21st Michigan Infantry.
 James Richardson, 44th Indiana Infantry.
 Sylvester Rideout, 15th Maine Infantry.
 Charles Robertson, 1st Illinois Artillery.
 Benjamin Franklin Robinson, 7th Michigan Cavalry.
 Ransom Robinson, 21st Michigan Infantry.
 George Rogers, 1st Michigan Engineers.
 Peter Ross, 21st Michigan Infantry.
 Benjamin D. Safford, 17th Michigan Infantry.
 John J. Saunders [Sanders], 1st Michigan Infantry
 [102nd Michigan Colored Infantry.]
 David P. Sanford, 1st Michigan Sharpshooters.
 Patterson Sankey, 4th Pennsylvania Cavalry.
 William Sankey, 59th Illinois Infantry.
 George Schwab, 14th Michigan Infantry.
 James Scott, 2nd Michigan Cavalry.
 Myron Scott, 33rd New York Infantry.
 James H. Seek, 4th Wisconsin Infantry.
 John N. Shannon, 5th Michigan Cavalry.
 Benjamin F. Sherman, 4th Michigan Cavalry.
 Warren Skutt, 1st Michigan Engineers and
 Mechanics.
 Abram Slaghuis, 8th Michigan Infantry.
 Joshua F. Smallman, Navy.
 W. A. Snyder, Navy.
 Thomas Somerset, 3rd Michigan Infantry.
 Ambrose L. Soule, 10th Michigan Cavalry and 6th
 Michigan Cavalry.
 Charles E. Soule, 10th Michigan Cavalry.
 James B. Soule, 10th Michigan Cavalry.
 Medad Spencer, detachment unknown.
 Walter D. Stannard, 2nd Michigan Cavalry and 20th
 Michigan Infantry.
 George L. Stearns, Illinois 67th Infantry.
 Lawton B. Stearns, 1st Wisconsin Heavy Artillery.
 James Stephenson, 3rd Michigan Cavalry.
 James Stevenson, 2nd Michigan Cavalry.
 Leonard Stevenson, 1st Illinois Artillery.
 Leonard Stickney, 5th Wisconsin Infantry.
 Hampton Story, 12th Vermont Infantry.
 John A. Streng, 8th Michigan Infantry.
 Samuel L. Tate, 132nd Illinois Infantry.
 Hollis Taylor, 2nd Michigan Cavalry.
 J. Rice Taylor, 123rd Colored Infantry.
 Charles M. Thatcher, 1st Michigan Sharpshooters.
 Porter B. Thayer, 3rd Michigan Infantry and 5th
 Michigan Infantry.
 Mathias Thomas, New York Marine Light
 Artillery.
 John H. Thornton, 33rd New York Infantry and 4th
 New York Artillery.
 Nathan R. Tompkins, 1st Michigan Sharpshooters.
 Frank Torrance, 2nd Michigan Cavalry.
 Hosea Tracy, 3rd Michigan Infantry.
 Nathan Tracy, 3rd Michigan Infantry.
 Samuel G. Tripp, New York Marine Light
 Artillery.
 Charles Tuttle, 1st Indiana Hard Artillery.
 Tamme Vandenbosch, 25th Michigan Infantry and
 28th Michigan Infantry.
 Cornelius Vanderboegh, 21st Michigan Infantry.
 Oscar Vander Hoef, 124th Ohio infantry.
 Arend Vander Veen, 8th Michigan Infantry.
 George Van Etten, 4th Michigan Cavalry.
 Samuel Van Etten, 4th Michigan Cavalry.
 Cornelius Van Loo, 21st Michigan Infantry.
 Adelbert Van Wormer, 9th Michigan Cavalry.
 Edmund Van Wormer, 9th Michigan Cavalry.
 Garret Verhoeks, 21st Michigan Infantry.
 Joos Verplank, 25th Michigan Volunteers.
 George Vollmer, 10th New York Cavalry.
 Wyllys S. Walkley, 23rd Michigan Infantry.
 Martin Walsh, 14th Michigan Infantry.
 Peter Walters, 8th Michigan Infantry.
 William Walters, 5th Indiana Cavalry.
 Andrew J. Ward, 4th Michigan Cavalry.
 Lemuel J. Ward, 3rd Michigan Infantry.
 David R. Water, 10th Illinois Infantry.
 Benjamin K. Weatherwax, 10th Michigan Cavalry.
 James Webber, Navy.
 Frank White, 14th Michigan Infantry.
 Nathan H. White, 1st Michigan Sharpshooters.
 Oren D. White, 25th Michigan Infantry.
 Oliver O. Whitney, 5th Michigan Cavalry.
 William Whitters [Witters], 21st Michigan Infantry.
 James A. Wildey, 1st Michigan Cavalry.
 Peter Wilds, 6th Michigan Cavalry.
 John J. Wiseman, 17th Illinois Cavalry.
 Jurrien Woltman, 25th Michigan Infantry and 28th
 Michigan Infantry.
 Horace B. Wood, 7th Rhode Island Infantry and 4th
 Rhode Island Infantry.
 John Wood, 1st Michigan Infantry.
 S. Austin Wright, 55th Illinois Infantry.
 Frank E. Yates, 11th New York Infantry and New
 York 73rd Infantry.

George W. Yates, 10th Illinois Infantry.
James H. Young, Navy.

After the war, local veterans formed the Benjamin Weatherwax Post 75 of the Grand Army of the Republic [G.A.R.]. Captain Weatherwax was killed at the Battle of Walanga Bridge in Tennessee on April 25, 1864. As late as 1927, the post had five Civil War survivors: Dr. Arend Vander Veen, George McBride, James O'Connell, Enno Pruijm, and Charles N. Dickinson.

COAST GUARD FESTIVAL

In 1924 local residents proposed a community picnic to honor the Coast Guard and its members. Unfortunately, rain delayed the inaugural picnic for a year, but in 1934, under the leadership of Chuck Bugieleski and a specially selected committee, the first expanded picnic was held, just a week before Grand Haven's giant Centennial Celebration. The next year the event included dignitaries from Grand Haven and by 1937 the Junior Chamber of Commerce planned and implemented the first Water Festival, which included three days of competitive races, drills, and water demonstrations, and other activities. The Coast Guard Cutter *Escanaba* held open houses at each Festival until the start of World War II. The first Festival Queen, Jessie Olsen, was crowned in 1939.

During World War II the festivities nearly came to a halt. However, even during those years a small observance was held annually to celebrate the anniversary of the United States Coast Guard. Before long, the summer season was climaxed each year by the Coast Guard Festival during the last week of July and the first week of August. By official authorization all other military branches celebrated their advent on Armed Forces Day in June. The Coast Guard grew with Grand Haven, and a mutual bond evolved through the years. Every Coast Guardsman serving in Grand Haven was made an honorary citizen of the town.

COAST GUARD/ LIFE SAVING SERVICE

Captain William Robertson Loutit formed the first crew of volunteer lifesavers in Grand Haven in February, 1871 with Captain Richard Connell in charge. It was referred to as Station Number Five. Five years later the first paid crew of surfmen began work, with Captain Connell still in charge. Many similar life saving groups were formed along the country's waterways. An Act of Congress on February 1, 1871 linked these volunteer crews and organized them as an agency of the U.S. Treasury Department. The new agency was called the United States Life Saving Service. The local volunteers

were organized formally on May 1, 1877, with Captain Loutit as first Superintendent. Grand Haven at the start was assigned to the Eleventh Life Saving Service District, but it was transferred to the Tenth Life Saving District in 1915. On August 4, 1790 Congress formed the Revenue Cutter Service, also part of the United States Treasury. It was not until January 28, 1915 that another Act of Congress established the Coast Guard by combining the Life Saving Service with the Revenue Cutter Service. In 1939 the Coast Guard absorbed the Lighthouse Service, and three years later it became responsible for the Bureau of Marine Inspection and Navigation. In 1967 the Guard was reassigned to the Department of Transportation for its peacetime duties, but fell under the jurisdiction of the Navy during war and other times designated by the President.

The first life-saving station was built on the north side of the Channel in the late 1870s. It was two stories high, with a lookout post on the roof. The station was equipped with one six-ton lifeboat, a self-bailer, and one surf boat. In late 1921 or early 1922 the federal government purchased from Charles E. Soule and the William N. Angell estate a parcel of land slightly up river from the existing life-saving station. There a larger building was constructed by Alvin Morrison of Port Huron and occupied on December 22, 1922. In 1937 the lifeboat section was expanded from two stalls to four. In 1989 the Coast Guard moved into a new brick structure on the Grand Haven side of the Channel, and the old buildings were sold to a private party in 1990 for \$325,000. About the same time Coast Guard Group Command relocated its administrative offices to a building owned by the Board of Light and Power at 650 South Harbor.

On August 5, 1889 the Life Saving Service issued the first regulations to define appropriate uniforms for the lighthouse keepers and surfmen. The keeper's uniform consisted of a dark, indigo-blue, double-breasted coat of either kersey [twilled wool] or flannel with matching vest and trousers. A dark blue cloth cap with visor and chin strap also were required. Keepers' uniforms were embellished with gilt buttons embossed with the USLSS symbol. Surfmen's uniforms were similar, but single-breasted, with no vest, and plain black buttons. Members were required to pay for their own uniforms. A complete keeper's outfit cost about \$20 and the optional overcoat about \$17. Surfmen's uniforms cost about \$15.

Keepers of the Grand Haven Life Saving Station were Richard Connell, July 11, 1876 to 1879; John De Young, February 21, 1879 to November 22,

1884; Thomas Beauvais, January 29, 1885 to June 30, 1888; John Lysaght, July 9, 1888 to April 19, 1910; and William "Billy" Walker, May 23, 1910 to 1915, the year the Coast Guard was formed.

Among the commanders of the Grand Haven Lifeboat Station, Captain William Preston was one of the most colorful. Known as "Cap," he was respected and honored for his exploits in the open surfboat. Preston entered the U.S. Life Saving Service in 1904 and retired from the Coast Guard in 1939. He came to the Grand Haven station in 1922, where he remained until his retirement.

Kelly Park, later renamed Escanaba Park, was built by the City of Grand Haven in 1933 and dedicated to the memory of Lt. Commander John Kelly, Commander of the Tenth Coast Guard District from 1930 to 1933. The name was changed to Escanaba Park on August 4, 1949, in honor of the first *Escanaba* and the 101 men lost with it while on convoy duty in the north Atlantic in June, 1943. Previously the cutter had been stationed at Grand Haven, where it arrived on December 9, 1932, with Commander Louis Perkins in charge. During those years the ship and its men, along with their families, had become an integral part of the local community. Toward the end of World War II the mast of the original *Escanaba* was brought to Grand Haven, and in 1944 it was installed in Kelly Park.

During World War II a Coast Guard training base was established at Grand Haven in Mulligan's Hollow, using buildings which had housed the Civilian Conservation Corps [CCC], a depression era agency. The Coast Guard training base handled about 500 trainees at a time. Nearly 6,000 men were trained at the base during that period. A rifle range was used for target practice by the crews of various Coast Guard cutters on the Great Lakes, and in the summertime distant booming was clearly audible as the ships fired practice salvos with their big guns.

The cutter *Woodbine* was stationed in Grand Haven in 1947 to replace the lost *Escanaba*. She was brought in under the command of Lt. Uriel Leach and later was commanded by Lt. Fred Goettel, among others. When the *Woodbine* sailed out on January 26, 1972 to be decommissioned, the tug *Raritan* made its appearance for a few years, but eventually no Coast Guard ship was assigned to the port of Grand Haven on a permanent basis.

In its Coast Guard room, the Tri-Cities Historical Museum has on display a fourth order Fresnel lens which served the port of Grand Haven until modern technology replaced it. The side glasses added to

the brilliance of the light as it made a complete turn. A "fourth order" Fresnel lens served the port of Grand Haven from 1855 to the 1960s. Side glasses added to the brilliance of the 20-inch light as it made a complete turn. In 1856 a revolving lens installed in the lighthouse above the State Park was run by clockwork that produced a flash every minute and a half. When the light was guarding the entrance to the harbor it could be seen for a distance of 15 miles. The lens was moved to the south pier lighthouse tower in 1905. When this light was first used, it was fueled with a bowl of whale oil holding a wick that had to be lighted by hand. Later on the system was changed to candles and, finally, to electricity. The Coast Guard had the important responsibility of keeping the light burning all the time; for that reason, the catwalk, now abandoned, was necessary. During a storm it was especially important for a member of the Coast Guard to be able to relight the candle if it blew out. Fresnel lenses were used all over the world, and some are still in use. They may be larger or smaller than the one on display at the Museum.

Before the days of marine radio, a watchman's post was located about two miles south of the pier. Surfmen patrolled the two-mile stretch, looking for distress signals on Lake Michigan. Upon reaching the post the surfman on duty took a key from a compartment in the post and punched the clock he was carrying, recording the time on a paper disk. The record eventually was forwarded to the commander of the post. The men who walked the beat were called "sand pounders." When radios replaced the "sand pounding," a particular post no longer in use was "borrowed" by a cottage owner to hold up the corner of a porch. Since that person knew the history of the post, it eventually found its way to the Tri-Cities Historical Museum.

The *Escanaba* was the first Coast Guard cutter to be stationed in Grand Haven, arriving in a blizzard in December, 1932. At that time she was a beautiful white ship, as shown by the model on display at the Museum. When the *Escanaba* was called to duty in World War II she was put back in the shipyard and painted with camouflage colors. The mast, later placed in Kelly [Escanaba] Park and maintained by the Boy Scouts, was removed and the ship was fitted with guns and depth charges. The ship then went on convoy duty in the North Atlantic. It made several trips from the United States to England protecting other ships that carried men and material in the convoy. It figured in the rescue of many men when ships were torpedoed, including the *Dorchester*. In February, 1943, the *Dorchester*, a troop ship, was torpedoed in rough seas in the North Atlantic, and

the *Escanaba* rescued 133 of the 226 survivors. The rescue was later dramatized in a painting on display in the Museum.

Four months later the *Escanaba* was torpedoed and sank so rapidly that only two men out of the crew of 103 were saved by the *Raritan*. Those two men returned to the Grand Haven Coast Guard festival nearly every year. Raymond O'Malley of Chicago, one of the men, gave the Museum his jacket to display. The other survivor was B. M. Melvin Baldwin of Staples, Minnesota, since deceased. Lost with his ship was Lieutenant Commander Carl U. Peterson, the ship's Skipper. Also on display was a model of the Coast Guard cutter *Raritan*, which was with the *Escanaba* when it was sunk and picked up by the two survivors; it was stationed in Grand Haven between 1972 and 1979.

COLORED INSTITUTE

In 1900 plans were announced for a "Colored Institute for Grand Haven." It was to be built, the *Grand Haven Tribune* reported, "in the old Ferry lot on Fifth and Lafayette Streets." Reverend Frank Grabo of Chicago was the "prime mover" of the enterprise. The aim of the co-educational institute was to train young people in business courses and mechanical arts. Scheduled to open in the fall of 1900 with an enrollment of 200 students, Reverend Grabo predicted the school would grow to 600 students within a few years. A subsequent article a few days later emphasized the fact that it would be "the only institute of the kind in the north." The primary sponsor of the project was reported to be the African Educational Union of America, which at that time maintained several similar schools in the south but none in the north. Grand Haven was selected, the *Tribune* continued, because of "our location and our superb climate." Building plans were being drawn by an architect in Atlanta, Georgia. The final article about the proposed school appeared a week later, when a letter to the *Grand Haven Tribune* from Reverend Grabo was printed, reaffirming that plans for the school were moving ahead. Nothing was found to explain why the project never came to fruition [*Tribune* articles, February 21, February 24, and March 1, 1900].

COMMERCE/RETAILING

It isn't clear exactly when the first retail/commercial establishment opened in Northwest Ottawa County. Around 1838 Clark Albee started a general store at approximately One North Harbor, today the site of the Tri-Cities Historical Museum. A Ferry enterprise may have preceded Albee by a year. Lillie recorded that a warehouse built by White and

Ferry in 1835 on the river side of Harbor Drive [Lot 9] was sold to Robinson, White, & Williams in 1836, but it was shown in a government map dated 1866 as being the Ferry & Sons warehouse. It may have been the first retail establishment in Grand Haven. An advertisement in an 1852 issue of the *Grand River Times* read, "Ferry & Sons, Dealers in Dry Goods, Groceries, Provisions, Hardware, Clothing, Boots and Shoes, Crockery and Medicines—also manufacturers and dealers in all kinds of Lumber. Water Street [Harbor Drive], Grand Haven. Wm. M. Ferry, Jr. Thos. W. Ferry, Wm. M. Ferry."

The first apparel store appears to have been Sanford's Clothing, founded in 1858 by Isaac Sanford, but Little Joe's "Half Price Clothier to the World" couldn't have been far behind. Little Joe's was located on the northeast corner of First and Washington Streets. In Emma Brayton's brief personal memoirs, "Early Days in Grand Haven," the author referred to the Cutler, Warts, and Stegeman general store being one of two retail establishments then available in Grand Haven. The other was Albee's. Cutler, Warts, and Stegeman was located near the northwest corner of Franklin and Harbor. If Mrs Brayton's memory was correct, Ferry & Son no longer operated as a dry goods establishment by the late 1850s or early 1860s. Mrs Brayton was the daughter of Isaac Sanford, who owned the clothing store. She married James P. Brayton in 1884.

Around 1856 George Hubbard opened the first tin and hardware store in Grand Haven. Located at the corner of Washington and First Streets, the store evidently was vacated by 1863. In 1865 his store's address was 67 Washington [Lillie], a number no longer in use, but presumably close to the northeast corner of Washington and First. In 1871 Hubbard built Grand Haven's first three-story brick building at 117 Washington and ran his hardware business there.

The long-lasting Bilz Hardware business opened in 1866, very close to its current address at 304 West Savidge. Richard Cook and Daniel Downs, later owners of the business, in 1998 bought the Bilz house at 107 South Division with the intent of converting it to office space.

Frederick D. Vos was an early retailer of groceries and other items. He opened his store, with John Fuite as partner for the first few years, and advertised himself as a dealer in "Groceries, Provisions, and Family Supplies. Fruits, Confectionery, School Materials, also Crockery, Glassware." The store closed after Vos's death in

1910. George W. Miller and John Stark opened a hardware store at 202-204 Washington in 1869. Since the Akeley Block was constructed at this site in 1871, it is possible the hardware store went out of business then.

An enduring clothing and dry goods establishment was Vanden Bosch & Company, also known as the Big Store. Gerrit Vanden Bosch was the founder of the business located on the northeast corner of Third and Columbus Streets, which he began in 1875 and at that time included groceries and dry goods. In 1884 a clothing department was added under the management of Thomas and Henry Vanden Bosch, and the three Vanden Bosches then formed a partnership, although they advertised as different businesses. For instance, this ad ran in the 1892 *Historical and Business Compendium*: "T. Van Den Bosch & Bro. DEALERS IN CLOTHING. HATS, CAPS, UMBRELLAS, GENTLEMEN'S UNDERWEAR OF ALL KINDS, SHIRTS, COLLARS, CUFFS AND NECKWEAR, AND JEWELRY, TRUNKS AND VALISES. THIRD STREET, GRAND HAVEN, MICH." An advertisement featuring a baby buggy appeared two pages later: "G. Van Den Bosch & Bro. THIRD STREET, GRAND HAVEN, MICHIGAN. Dealers in the most Complete Lines of DRY GOODS. NOTIONS, CLOAKS, JACKETS, CARPETS, WALL PAPER, LAMPS AND TOYS. Baby Buggies A SPECIALTY." Evidently groceries had been dropped. In 1896 Martin and Thomas withdrew from the business, and their sons Charles, Conrad, and Bert joined. By 1908 at least six Vanden Bosches were associated with the business. The original building erected on this site in 1884 was known by 1900 as the "Big Store" and advertised itself as such, although it also continued to be known as Vanden Bosch Clothiers and Dry Goods. Several Vanden Bosches were in the business, including Bert, Charles, Conrad, Gerrit, and Henry. The frame building had entrances on both Columbus and Third Streets. Ed Baas acquired the clothing business in 1943, and in 1951 he replaced the wooden structure with a new building. Baas eventually acquired the property just to the north and opened the Country Store at that site as a shop for women's clothing. That department was moved to the main building in 1997. The men's clothing business took the name of Baas' Men's Store in 1970. Upon Ed's retirement, his son Gary took over the business. The Grand Haven store closed permanently in late 1999.

At the age of 20 Peter Van Lopik in 1881 started a general store with his father, Gerrit, and brother, Anthony [Anton] and called it Van Lopik & Sons.

It was located in the building that later housed Hostetter's News Agency on the northwest corner of Washington and Second Streets. In 1885 the store was moved to 206 Washington Street. Gerrit retired about 1890, and Peter and Anthony operated the store as G. Van Lopik & Company. When Arie Van Tol and Gerrit Ekkens, Gerrit Van Lopik's son-in-law, entered the business in 1907, the Van Lopiks turned to other enterprises. The younger Peter Van Lopik also owned and operated the Central Clothing Store in downtown Grand Haven. Gerrit, who was born in 1822, retired around 1890, Anthony died in 1902, five years before his father, and Peter passed away in 1929. The surviving Van Lopik, Peter P., continued the family's clothing manufacturing business and the Central Clothing Store in downtown Grand Haven after his father's death.

At one time the Reichardt family had a cluster of shops located in the 200 block of Washington Street. The business began when John Reichardt came from Illinois to found Reichardt Business Machine in 1908, with a close connection to Daniels Office Supply in Muskegon. In 1914 John Reichardt married Erma Lynn, who started a gift shop the same year. A woman's dress shop, The Abigail, opened in 1926. The Abigail was named for Abigail Bos, a neighbor of the Reichardts and fashion editor for the *Grand Haven Tribune*. Reichardt also ran the Style Shop, which carried medium-priced clothing and was located a bit farther down the block. Their son, Jack Reichardt, carried on the business. He, with his wife, Libby, continued the tradition of stocking the store with items picked up on shopping trips in Europe. Libby lent her name to the gift shop in its name, Ad-Lib. The Abigail closed in the late 1950s, and Ad-Lib closed its doors in 1997.

In the mid-1970s Jack and Libby's son, Field Reichardt, entered the business, opening a wine and gourmet food department in the former men's shop, later expanding to an East Grand Rapids location, and then moving the Grand Haven shop closer to the waterfront until it closed in 1988. It was the last store bearing the Reichardt name.

In 1918 Jacob Cook opened a grocery store at 1118 Washington. Ten years later he converted to the hardware and plumbing business. In 1954 he and sons Ed and Al erected a new building at 1116 Washington. Later they bought the grocery store building at 1100 Washington and opened a television and appliance store, with Al in charge. A son of Al, Jack Cook, managed the hardware and plumbing business in more recent years. A second son, Jim, also was in the business.

COUNTY POOR FARM/INFIRMARY

The county in 1865 purchased from Daniel Realey [Really/Realy] 240 acres in Polkton Township [Section 4] for \$6,000. The property, which included frontage on the Grand River and a few buildings, was to be used as a "Poor Farm." The farm originally was settled jointly by Captain Henry "Harry" Miller and Daniel Realey, who obtained the land in 1837 from the federal government. Captain Miller was a well-known lake captain, and Realey was a local farmer. After Daniel Realey sold his farm to the county, he bought some land from Timothy Eastman. A school later was built across the road from his new property.

In 1874 a request was made for \$400 to get an adequate water supply. In 1880 the buildings on the Poor Farm consisted of one barn, 34 x 60 feet, one horse barn, 24 x 30 feet, and an old dwelling. In 1886 \$9,000 was raised to construct a new three-story brick building, constructed similar to the plan of the Allegan County Home. The architect and superintendent of construction was George Bennett of Allegan.

A cemetery on the site operated between the late 1890s and the 1930s, and accommodated somewhere between 22 and 49 burials.

In 1928 an Infirmary building was added, separate from the main building. In 1936 a tubular fire escape was put on. In 1929 the large barn burned, but no stock was lost. Later this barn was replaced. About this time a smoking house was made for the inmates out of the old icehouse. The infirmary was razed in 1997.

Later many modern conveniences were in use at the farm. There was running water, with a septic tank near the river, electricity, and bottled gas for cooking and baking. The storage space also included a room for freezing. At the barn was found a milking machine and other up-to-date machinery. The front of the main building was improved by enclosing the porch with glass. In later years the Infirmary could house 60 to 65 without the use of the third floor. In 1977 a 60-bed Adult Foster Care Home was built and called "Community Haven." It was intended to house the mentally and physically disabled, and operated until 2000. Attempts to privatize Community Haven failed.

In the early days of the farm some trouble was experienced with the keepers. In 1880 an investigation was called when it was found that a whip had been used to punish the inmates. Another investigation was held in 1885. In their 1893 *History and Business Compendium*, Potts & Conger

wrote: "The poor-house keeper is hired from year to year on a net salary of \$460 to \$600, depending upon the experience and adaptation to the difficult duties of the position. The last keeper filled out 10 years of service on the 9th of March last and for the most of the time received the highest salary."

Around 1890 Eastmanville resident Albert H. Winchell was Keeper. On November 1, 1950, Louis Peck retired from the position of Keeper after serving 41 years and nine months. During that time he saw many changes occur. His whole life was given to the men and women of the institution and the county felt grateful to him for his unselfish life. A later Keeper was Harry Thomas Modderman, whose wife was matron. Modderman was farm manager for eight years before accepting the keeper's position. In the mid-1990s the 229-acre property was valued at \$1.3 million. Eventually the County Farm was razed. The county converted it to a park with horseback trails. Dr. Robert Mahaney took today's photo in April, 1997, just prior to the building's demolition.

CRECHE

In 1962 Elizabeth Ellis designed the layout and figures for a nativity scene to be displayed at the Musical Fountain each Christmas season. Beverly Mills Dornbos lent Betty some hand-carved camels from Egypt to use as models. The figures consisted of eight-foot shepherds tending flocks of four-foot sheep; 22-foot angels; 32-foot camels; and an oversized manger. In December, 1965 George Romney, Governor of Michigan, attended a ceremony to dedicate the Nativity Scene. He spoke and then tripped the switch for the first public showing. Ten years later the wooden figures were replaced by porcelain cut-outs manufactured by Challenge Porcelain Company. Betty Ellis also painted those. Members of the Grand Haven Rotary sets up and take down the display each holiday season.

DEWEY HILL

Jacob Glerum is an unfamiliar name to Grand Haven residents, but the City Clerk holds the distinction of having been the man who bought Dewey Hill. Not for himself, obviously, but on behalf of the city of Grand Haven from the state of Michigan.

On March 18, 1909 Jacob Glerum was in Lansing attending a sale of state lands. Glerum, Grand Haven's City Clerk, had been commissioned to bid on the property across the Grand River. The property came into the ownership of the city, marking "the beginning of a new park reserve," the

Grand Haven Tribune stated. The cost was \$2 per acre, at 68 acres, the total spent was \$136.

The first railroad station to serve Grand Haven, built in 1858, was located at the base of Dewey Hill. Passengers were ferried between Grand Haven and the hill until 1870, when the railroad track was rerouted to the foot of Washington Street and a depot built. In 1844 its height was determined to be 217 feet. In 1882 the Army Corps of Engineers reported Dewey Hill was 190 feet high, and by the 1930s wind erosion had reduced it to 122 feet. The hill was named in honor of Commodore George Dewey, hero of the Spanish-American War.

In 1962 Dr. William Creason, Mayor of Grand Haven., assembled a group of 18 volunteers to help make his dream of a “musical fountain” on Dewey Hill come true. The fountain made its debut in May 1963 and remains operational today.

In 1965 a tradition began atop Dewey Hill of raising a 48-foot cross during the Fourth of July celebration. In 1999 Grand Haven city council voted unanimously to end cross raising during the Independence Day festivities citing concerns it violated the constitutional separation of church and state. The first crosses erected on Dewey Hill were courtesy of the Ku Klux Klan, which were set ablaze in 1923. The practice was halted after a few burnings.

DROWNINGS

July 4, 1929 proved to be the deadliest days ever at Grand Haven State Park when ten people drowned, including two brothers. The victims were Mildred Fifield, 16, Grand Rapids; Robert Schindler, 20, Alpine Township, Kent County; Julius Tisch, 20, Grand Rapids; Leonard Kellogg, 20, Grand Rapids; Carl Rohloff, 21, Walker Township, Kent County; Frank Petrowski, 40, Grand Rapids; Rudolph Pitulik, 22, Detroit; Erwin Pitulik, 17, Detroit; Walter Schwartz, 19, Grand Rapids; John Giddings, 21, Grand Rapids. Brothers Erwin and Rudolph Pitulik were visiting their parent’s farm in Robinson Township. They were buried at Lake Forest Cemetery.

DUNE RIDES

In the late 1950s John Klomp of Grand Haven rented dune land from Construction Aggregates on the North Shore for the purpose of offering buggy rides over the sandy hills. Klomp’s four-wheel drive vehicles were painted bright red and could seat six or seven passengers. His open buggies with bench seats were called Dune Schooners, similar to Mac Wood’s Dune Scooters at Silver Lake. Dune

Schooner rides were available seasonally into the 1960s. They provided passengers with rides over several hundred acres of untouched dune land.

ESCANABA [COAST GUARD CUTTER]

See Coast Guard.

EUROPEAN INFLUENCE

Soon after the beginning of the 17th century the Indians began to see men who had skin much lighter in color than theirs. Many of these men were able to write and started recording where they found certain tribes and some of the things they found them doing. Among the earliest was a young Frenchman by the name of Etienne Brulé, the first white man known to have seen the land we now call Michigan. His trip through the Michigan waters in 1618 on an expedition searching for a new passage to the Orient beat the Pilgrim landing at Plymouth Rock by two years. In 1634 the Frenchman Jean Nicollet became the first white man to actually set foot on the soil of this state. It wasn’t long before fur traders, soldiers, and Jesuit missionaries arrived in this vast wilderness.

Father Jacques Marquette and Louis Joliet, both Jesuit priests, started out on their famous voyages in 1673. On his return trip in 1675, Marquette coasted the eastern shore of Lake Michigan and may have stopped at the Grand River to explore it. Later the Grand River was part of a waterway route to Saginaw, entailing one or two short portages. Father Marquette started the first permanent settlement at Sault Ste. Marie in 1672, and other churches, trading posts, and forts followed in the general area referred to as Michilmackinac. In July, 1701, another Frenchman, Antoine de la mothe Cadillac, was the first European to set foot on the ground where Detroit is today and was credited with founding the city. These Frenchmen were the first Europeans to interact with the Native Americans of Michigan.

The British also visited the Grand River. On Thursday, October 21, 1779, a British ship, the *Felicity*, started on a tour of the lakes. On Sunday, ten days later, she entered the harbor at the mouth of the Grand River. She was big and beautiful, compared to the little boats that normally came to the port. Captain Samuel Robertson described the harbor in his log book this way: “We came in the river about two cappel lengths and moored her with the anchor on the shoar, the bank being steep too so that we stept from the vessels gunwhale on shoar; the narrowest part of the river at the entrance is about 70 or 80 yd. wide, three and four fathoms deep, upon the hare is two fathoms.”

The *Felicity* was to pick up 150 to 160 bags of corn, which were supposed to have been at the mouth of the river. The Captain was informed he would likely find the cargo up river. Near Muskegon a Negro had told them that the Indians had fled the Grand River Valley because of distemper. The British sent a small boat up the river to investigate and also to see if they could find the corn. They went as far as Eastmanville is today and couldn't find a single Indian, not even at the village at the mouth of Crockery Creek. The *Felicity* continued its voyage, but without any Indian corn, a commodity the crew depended upon for their sustenance.

The advent of Europeans in the Michigan territory and the formation of an independent government in 1776 doomed Indian title to the land. Successive treaties in 1785, 1787, 1795, 1807, and 1821 whittled the land south of the Grand River away from its original occupants. The lands north of the Grand were ceded to the United States in 1836 when Chief Noonday [Nonoquahezich], head of the combined tribes of the Ottawas and Potawatomes, signed a treaty at Slater's Mission, in what is now Grand Rapids.

FIRE BELL

A 600 pound copper bell was installed in the Spring Lake Village Hall in 1893 and used to alert residents to a fire. It was removed from the hall in 1905 and placed on the water tower until 1945, when it was again removed and put into storage. Around the time of the Spring Lake Centennial in 1969 it was mounted in front of the Township Hall and Fire Department building in memory of Spring Lake firemen.

FIRE DEPARTMENTS

City of Grand Haven

The first organized effort to fight fires occurred in 1856, when a group of Grand Haven residents formed a volunteer department. The volunteers wore armbands for identification. They collected their equipment from houses around the city, where it was stored. The gear consisted of ladders and leather buckets to carry water. After a fruitless attempt to organize a group of volunteers in 1857, a Grand Haven fire department was formally inaugurated in 1863 with Isaac H. Sanford as Chief; David F. Miller, First Assistant; James Donnelly, Foreman of the Rix Robinson Engine Company; and John Thornton, Foreman of the Pioneer Hook and Ladder Company. It was reorganized in 1869, when the City Council appropriated funds for the department and for construction of a station at the corner of Second and Columbus Streets. The city

also purchased a two-wheel hose cart. The first Captain was John Palmer. A fire engine, named the Rix Robinson, was purchased in 1871. Made in Hudson, New York, by the firm of Clapp & Jones; it weighed 5,250 pounds, cost \$1 per pound, and was pulled by a team of horses. A new steam pumper, purchased in 1877 [1879] at a cost of \$3,000, was called the George Parks. That same year an auxiliary station was built at the foot of Clinton Street near the channel. Some of the early firefighters were Gerritt and Edward Bottje, John Palmer, Captain, Abram Fisher, James Van Bemmelen, Peter Wierenga, John Van Dongen, Dick Bolt, John Fisher, Gerritt Dykema, Anthony Pippel, Edward Bottje, and William Smith, who was a driver.

In 1877-78 a new central fire station was built as part of the City Hall. It was located on the southwest corner of Washington and Fifth Streets, adjacent to the County Court House. The station also housed the Police Department. A steam whistle and call boxes were put in to alert the volunteers to a fire and bring them to the station. The first driver to arrive at the station got the job of hooking up the fire engine and driving it to the fire, for which he received \$1. The call boxes were in use for 70 years.

By 1881 there was an auxiliary fire station on Water Street at the foot of Clinton. Another fire station was erected on the northwest corner of Washington and Griffin Streets [1251 Washington]. The two-story frame fire barn had a bell tower on its roof top. A small crew manned a hose wagon pulled by two horses. The station was abandoned in the mid-1920s.

Two horses were purchased in 1898 to draw the fire wagon. They grazed in Central Park, across the street from the main station. Anthony Pippel in 1913 became Chief of the Fire and Police Departments.

The city's first full-time firefighter was Joe Sickman, who drove the truck. He was hired in 1919 at a wage of \$20 a week. His schedule was 14 days on and then a day off. His first run was to a fire at the Railroad Saloon on the corner of Fourth and Madison [Jackson] Streets, across from the Pere Marquette depot. Fire horses were retained until it was determined that the truck could make the run faster. Sickman died in 1971 at the age of 81. Also in 1919 the police and fire departments were separated. Edward Boomgaard was appointed Fire Chief. In 1920 a new motor-driven fire pumper truck was bought, more firefighters were hired, and two crews were formed and put on duty. The truck was,

made by the Winton Truck Company in Kenosha, Wisconsin and shipped across the lake on the steamer *Alabama*. It had a four-speed transmission and could hasten to a fire at 45 miles per hour.

When Akeley School was razed in the early 1930s a new building was erected on the southeast corner of Fifth and Columbus Streets to house the fire and police departments. They moved into their new quarters in 1936. Boomgaard, who was still Chief, had a salary that year of \$1,500. In return for that he was expected to be on the job from 8:00 a.m. to 10:30 p.m. seven days a week and to be on call at all times. The other members of the department, Gerritt Vanden Brandt and Henry Hoebeke, received \$1,260 a year.

Other firefighters were Case Pippel, John Ott, Ed Koats, Ray Page, Louis Streng, and Gerritt Voshel. Boomgaard retired in 1937, and Hoebeke was named Chief. He served until 1963, when Thomas Tilden took over. Tilden died in 1981 at the age of 51, and Joseph Bruneau became head of the department on January 7, 1982, after Frank Vrablic retired as interim Chief. Vrablic was a 38-year veteran.

In 1943 the department purchased an American La France truck, which carried a pump, ladders, chemical extinguishers, and yards of hose. Powered by a 12-cylinder engine, the truck could pump 750 gallons of water per minute. The open cab held three firefighters, and another 12 could ride to a fire by hanging on to the truck's sides. Thirty-two years later a Mack diesel-powered pumper was bought for \$30,000, and the next year a \$15,000 rescue truck was purchased through the contributions of residents and businesses.

The new station house at the northwest corner of Washington and Sixth Streets was begun on May 22, 1974. The Fire and Police Departments moved once more to new quarters the next year.

Spring Lake Village and Township

The early fire departments were largely made up of volunteers. In the Village of Spring Lake, the Hunter Savidge Fire Company was in action by the early 1870s, about the same time as the Village Fire Department. It isn't clear how the two companies interacted. In any event, the volunteers hastened to the scene of a fire with bucket in hand and ladders on their shoulders.

Through the early decades Spring Lake Township had no fire protection except through agreements with Grand Haven and the Village of Spring Lake. In 1957 the Township established a Fire Department

at which time the Village and Township merged into one company and were housed in the Village Hall. A 1957 Ford American pumper made in Battle Creek was added to the fleet. Although it was tight, three trucks could be squeezed into the two-stall Village Hall Fire Station. One of the three fire trucks was considered to be the "Village Fire Truck" and always remained behind in reserve when the other two trucks went out on a township call.

In 1957 Spring Lake Township built a two-stall Fire Station in Ferrysburg on the northwest corner of Grand Haven Road and North Shore Drive. The facility was referred to locally as the "Fire Barn." It was equipped with a 1946 Ford pumper and later in 1957 a 1949 GMC pumper was added. Both were capable of delivering 500 gallons per minute. The station was officially opened in 1958. That year a 1958 GMC 500 gallon per minute pumper replaced the 1946 truck. When Ferrysburg became a city in 1963 it assumed management of the Fire Barn.

Spring Lake Township built a new station at 106 South Buchanan in 1965. At that time the Township and Village vehicles that had been housed in the Village Hall were transferred to the new Township facility. The personnel remained unchanged: the chief and volunteers and all Village and Township calls were handled at the new station in the same manner as when the two departments operated out of the Village Hall. Around 1992 the Township erected a two-stall fire station, which also served as a place to vote. It was located at 18516 174th [Old Grand Haven Road].

Grand Haven Township

In the early years the Grand Haven Fire Department responded as best it could to fires which occurred in the rural townships. But because of distance, lack of equipment, and difficulty coordinating the fire rescue efforts, houses and barns often were lost by the time the volunteers arrived. Any and all able-bodied persons with a pickup truck helped shuttle water in 30 gallon milk cans to fight fires.

In 1946 Grand Haven Township purchased a pumper/tanker and organized its first group of volunteers. The \$5,000 truck was delivered November 25, 1947. Harold Radikopf was the first Fire Chief and Clarence Reenders was Assistant Chief. The county pumper/tanker was kept at the Grand Haven City Station and could be driven to the scene of a township fire by a full-time city firefighter and then the township volunteers took over.

That shared responsibility lasted from 1946 until 1955, at which time Grand Haven Township

established a combination Township Hall and two-stall fire station at 13300 168th Avenue, the northeast corner of 168th Avenue and Ferris Street. The Township hired custodians, one of whom was at the Township Hall at all times and doubled as the fire truck driver when an alarm came in. The first volunteer to arrive at the station drove the second truck.

In 1984 township residents passed a millage request for equipment and construction of a new station. An eight-stall fire station was built next to the Township Hall and dedicated in November, 1994. The station housed the four most recent fire trucks as well as the DNR tanker used to fight grass fires. The new facility had a classroom and video training films.

Port Sheldon Township

Formation of a Port Sheldon Fire Department received formal Township approval in April, 1965 and took over complete protection of the township the next year. Early volunteer members were Wells Penna, Chief, Jim Zoerner, Captain, Sam Carini, Lieutenant, Burcy Anys, Frank Oudelmolen, Bud Jones, Ron Jones, Leon Vander Yacht, Daniel Meyer, Glenn Van Slooten, Sidney Hibma, Henry Ver Hoeven, and Leroy Van Vleet. The department purchased a used John Bean pumper as its first truck.

Robinson Township

In the early years the County pumper was kept at Grand Haven and Grand Haven Fire Department responded as best it could to fires which occurred in the rural townships. However, distances were a problem when time was of the essence. A run to Robinson Township could take 15-20 minutes, which was not good enough. In Robinson, as was true of most rural townships, any and all able bodied persons with a pickup truck helped shuttle water in 30 gallon milk cans to fight fires. But because of lack of equipment and coordination of effort, flaming houses or barns were usually lost by the time the Grand Haven pumper arrived. Grand Haven Township purchased its first fire truck in 1947. By 1955 it had three trucks and a station. In 1955 the County pumper was moved to the Grand Haven Township Fire Station. All of this placed fire protection closer to Robinson but it was still inadequate. As the Robinson Township population increased the need for better protection became imperative.

The Robinson Township Fire Department was chartered in October, 1969 with a volunteer corps of five officers and 20 firefighters who had little equipment and no formal training. The department's

first alarm was a smoke investigation for which the Grand Haven Fire Department sent the County pumper.

On January 5, 1970 Robinson purchased a 1949 GMC pumper from the Ferrysburg Fire Department as its first fire truck. Because the Township had no station the pumper was housed at Howard Sheffield's property at 14247 120th Avenue. All the firefighters' gear, such as raincoats, helmets, boots, hoses, and nozzles, were donated by six area fire departments through a Mutual Aid Pact.

By the mid-1990s the Robinson Township Fire Department houses a pumper, a combination pumper-tanker, two tankers [1,000 and 2,000 gallons] to carry water to the scene, a brush fire truck and an emergency vehicle for medical calls. The all-volunteer force has a roster of 30 persons, all of whom were well schooled in the use of firefighting apparatus and equipment and completed at least a basic 66-hour firefighting course.

Crockery Township

The Ottawa County Fire Chiefs Association awarded its 1993 Firefighter of the Year Award to Joel Sheridan, Chief of the Crockery Township Fire Department, in recognition of his contributions to the department and the community. Sheridan was selected for the award in part because of his work helping bring Ottawa County Central Dispatch on-line.

[Much of the Fire Department information adapted from an unpublished article by Lauren Hafner.]

FIRES

A number of fires, large and small, wreaked havoc on Northwest Ottawa County, particularly in the early years of development, and destroyed individual buildings, neighborhoods, and entire sections.

The first massive fire appears to have taken place in Grand Haven on February 21, 1866. It destroyed most of the buildings along the south side of Washington between Water [Harbor] and First, including the home of the Ferry family, built at 2 Washington in 1835.

The fire of 1871 started at the Haire & Cole Sawmill on the Grand River, destroying much of Spring Lake Village and leaving 70 families homeless, and bringing business at the sawmill to an end. Included in the devastation was Aloys Bilz's home and business

Spring Lake experienced another extensive fire on March 18, 1889. The destructive blaze began about

one in the morning at Messinger's Drug Store and consumed several other buildings, including Robert Barney's Barber Shop, Buckley's Hardware Store, Anneson's Harness Shop, and McLean's General Store. Damage totaled \$35,000.

Grand Haven was the site of one of the area's most destructive fires on October 1, 1889. This fire appears to have started at one o'clock that morning in Mull's Meat Market, where an overheated chimney or a fire under a rendering kettle may have started the blaze. Mull's was in a frame building adjacent to the Cutler House, and the fire quickly spread west to Slayton's Grocery Store and Henry Baar's Drug Store. The fire department was soon on the scene, but a strong southwest wind intensified the flames, spreading them into adjoining buildings, mostly to the east and northeast. The mansard roof of the Cutler House caught fire. The guests were awakened and evacuated in their nightclothes. No lives were lost, but many visitors lost their personal possessions. Embers flying across the street ignited the First Reformed Church, which burned to the ground, along with its parsonage. Miraculously, the Magnetic Mineral Springs on the northwest corner of Third and Washington was spared from the fire. The fire destroyed dozens of homes and other buildings in its path, despite help from the Spring Lake, Grand Rapids, and Muskegon fire companies. A total of 52 structures were destroyed or severely damaged, and about 500 people were left homeless. The total loss was estimated to be \$800,000.

Like the Grand Haven conflagration, a fire in Spring Lake early on the morning of May 11, 1893 spread from the banks of the Grand River northeast all the way to the lake and destroyed much of the town. In 1933 George W. Christman, founder of the Christman Lumber Company in Spring Lake, provided the *Grand Haven Tribune* with an eyewitness account: "I remember that day when a gale 60 miles an hour was blowing from the southwest. There had been no rain during April and things were dry as tinder. The great hazard in those days was fire. Everything was built from wood, sidewalks, buildings, even the streets, and a spark fanned by a wind was the dreaded menace.

"I watched the old William Barrett river boat pass through the bridge and hoped she would take her usual course on the south side of the channel, as the old wood-burning ship blew huge cinders that were always dangerous.

"I saw the boat turn and later land at the dock where, irony of fate, she delivered one sled. I followed her with my eye and soon saw a wisp of smoke on the edgings and knew then that fire had started. Within

a few hours half of the village was in ashes, including the school house, two churches, and 62 buildings, homes, and business blocks. That night was a dismal one. People had to be housed, food cooked, and clothing provided, for the fire had swept along so rapidly the people could save little. The men at the mill held to the job and bucket brigades were formed to stamp out the slightest danger, but the wind fanned the flames from that end of the village." The spark from the Barrett had ignited a pile of sawdust, which blossomed quickly into the full blaze Christman described. Soon a small house was on fire, followed shortly by the school on Exchange Street, the Baptist Church, the Methodist Episcopal Church, the fire engine house and some equipment, and a large residential area. The Muskegon and Grand Haven fire departments responded to the call for help, but the ferocious fire burned itself out.

The First Reformed Church in downtown Grand Haven burned down four times, once on May 4, 1870, again in the big fire of October 1, 1889, for the third time on June 8, 1907, and finally on March 23, 1913.

Central School, on Sixth Street between Clinton and Franklin, was lost to fire twice. The first time was on March 5, 1901. This blaze may have been intentionally set, although that allegation has not been proved. The fire was spotted about 8:30 in the evening, but within two hours the 30-year old structure was gutted. The rebuilt school suffered a devastating fire again, this time on January 28, 1963. Custodian Hugo Walters arrived at the school on that cold morning and noticed that a wooden pulley on the furnace had burned off. He put out the small fire, called the Superintendent, and suggested that school be closed for the day because there was no heat. Another custodian, Herm Swift, was at the school at 6:30 a.m. and noticed more flames. He called the fire department, but the flames spread quickly and soon there was an enormous conflagration. Fire fighters from Grand Haven, Muskegon, Fruitport, and Grand Haven Township were called in to assist in putting it out, but within hours the thirty-classroom building was a total loss, totaling a half-million dollars in damage. The school's 570 students were relocated to churches and private schools until a new building could be constructed.

The Barn at 215 South Harbor, formerly a warehouse but converted to a skating rink and amusement center, was destroyed by fire on April 26, 1946. Spectators recalled that the bowling balls

exploded from the heat of the fire, making a sound like a cannon firing off.

One of the largest fires in recent times struck the Camfield Manufacturing plant near Jackson and Beacon Streets on September 8, 1955, causing \$500,000 damage. The Grand Haven Fire Department, under Chief Henry Hoebeke, brought the fire under control within an hour, but it took more time to complete the job. A total of 33 firefighters and 25 volunteers assisted in the five-hour fight.

Other, more recent fires were the \$4 million blaze at North Shore Marina on the cold, windy night of January 10, 1982. The fire spread rapidly, fed by the tanks of gasoline and diesel fuel in the storage building. Ninety firefighters braved 60 mile an hour winds and a wind chill factor of 40 below to put out the blaze. In January, 1963, the same month that Central School burned down, the Fruitport Pavilion was destroyed by fire, and in December, 1967 Highland Park Hotel was similarly ravaged. Lappo Lumber in Fruitport suffered an extensive fire in May, 1965, and Seavers Industrial Finishing had a fire on July 10, 1964, that caused \$125,000 in damage. The Road Haus, in Grand Haven Township had a \$190,000 fire on July 15, 1974. Sam Garvin's building at 204 South Harbor sustained almost \$200,000 in fire damage in 1977.

FISHING INDUSTRY

Prior to 1856 the only people fishing were a few "stragglers half-breeds and Indians" [Lillie], who caught enough for their own use. However, fishing became an important local industry shortly after 1856. Two large companies from Milwaukee were operating locally by then, with more than 300 nets outside the harbor and employing about 16 men. The next year the Milwaukee fishermen were using 20 boats, representing an investment of \$16,000, and they employed about 160 men. Five hundred barrels per boat was considered a good catch for a season, and the export price was \$9 per barrel. The primary markets were Chicago, Cleveland, and Detroit. 1858 was a poor season, and the price dropped to \$4.25 per barrel, with only 13 of the boats operating. By 1859 the fisheries of Grand Haven were becoming more important and much of the fish was exported. A U.S. engineer's map of 1866 shows numerous homes of fishermen on the north side of the river near and adjacent to the depot at Muir. The fishing industry continued to grow. In 1867, 14 boats, operated by 70 men, engaged in fishing. Supported by a capital investment of \$28,000, 765,000 pounds of fish were shipped that year with a market value of \$45,360.

The Vanderberg [van der Burght] family, headed by Vincent Vanderberg, fished commercially in the Netherlands before immigrating to the United States. The family business, started in Grand Haven in 1862, moved to Muskegon in 1884. It remained a Muskegon business until the last tug was sold in 1966. The family also owned several fish markets in downtown Muskegon until 1972. One of their fishing ships was the *Pearl*, a steam schooner built by Duncan Robertson in 1874 and piloted by Adrian O'Beck. This vessel allowed the fishermen to go farther out in the lake than the smaller boats had allowed. The schooner's engine was built at the Ottawa Iron Works in Ferrysburg. O'Beck was one of the owners of the schooner, along with Henry Fase and Cornelius Van Zanten. The *Pearl* was sold in 1893 and moved to Sault Ste. Marie. Van Zanten and the other stayed in Grand Haven and continued to operate as commercial fishermen.

Jasper Uitermark, born in 1857, started to work for a fishing firm when he was eleven. An article in the Muskegon Chronicle recorded Uitermark's memories: "The fishing fleet consisted of about 22 sailboats at that time. They did not have lead sinkers or wood or metal floats on their nets like they have now days. They used rocks for sinkers about the size of a man's fist, and a strap tied around them made of heavy twine. There was an end about seven inches, left on the strap that was used to fasten the rock to the net. They used cedar sticks, about 28 inches long and about one inch in diameter, for floats. A piece of twine was also used for tying it to the net. There were generally 30 nets in what they called a gang. This gang of nets, tied together, was about three miles long. They had no reels to hang nets on, but posts with a cross piece nailed on the top, were put in the ground about 25 feet apart. A boy and a man stayed on shore to pack and mend the nets and three men and a boy went out in the lake to life the nets. The fishing boats were about 28 feet long with eight-foot beams. In the fall when the whitefish would spawn they would make good catches, not far from shore. They had to go out in deep water to catch trout. The boys' work was to untie the rocks and floats from the nets as fast as the two men pulled them aboard. Another man took the fish out of the nets. [Uitermark] says they took quite a risk in foggy weather."

In 1878 Uitermark worked for the O'Beck, Van Zanten, Fase, and Ball fishing company. Uitermark remembered that one day, when the big lake was rough and choppy, a crewman was missing. "It was lucky that he had an oilskin coat on, for that kept him floating. They turned the tug back and pulled him out with a gaff[f] hook. The man said that once

the tug gave a jerk which made him lose his balance and fall overboard.”

By 1882 Grand Haven had one of the most extensive fishing stations in the state. Steam tugs and a large number of small sail boats were engaged in catching whitefish, pickerel, trout, herring, and other varieties. The fishermen had a little village composed of huts huddled together on the north bank of the Grand River.

On May 2, 1889 Henry J. Dornbos started a fish business which, under his able management and that of his brother, Gerrit J. Dornbos, became one of the largest and best equipped fishing industries in the state. Its reputation for smoked whitefish and chubs became nationwide. The firm of H. J. Dornbos & Bros. operated as one of the leading businesses of Grand Haven until it was destroyed in 1963 by a botulism epidemic traced to their fish, which had been improperly handled by another party during shipment.

Commercial fishermen commonly used wooden floats. Later, plastic, rubber, foam, sponge, and cork floats were manufactured for the fishermen. Metal floats, made of brass, aluminum, cast iron, or steel, could still be found, though they were less common. Brass floats were the rarest, since they were quite costly for the fisherman to buy compared to the other types. Aluminum floats became more and more common, and during World War II they brought a nickel a piece to anyone willing to search the beach for strays and sell them back to the fishermen.

FIVE MILE HILL

Although several theories have been offered, no one seems to know how the mountainous sand dune near the entrance to Grand Haven harbor came to be called Five Mile Hill. The possibility that fishermen gave it that name because the top of the hill could be seen five miles out to sea doesn't match reality. The shore itself comes into view from deck level ten to fifteen miles from shore. Another possibility, that a lantern was hung at night to guide the fishing boats in, apparently ignored the presence of light houses with much stronger beacons from 1839 to the present, except for the years 1852-1855. A third possibility, that it is a five-mile walk around the base of the hill, does not match the true distance. Perhaps it as simple as this: it *seems* like a five mile hike when scaling the dune, especially when trekking upward through the soft sand, before roads made the climb easier.

FRENCH AND INDIAN WAR

By the early 1600s explorers had pushed inland from the Atlantic Ocean, finding ways to get around hostile Indians and the mighty Niagara Falls. By following river routes, they were able to penetrate a thousand miles or more into North America's interior. Generally they used the Ottawa River, connected with Lake Nipissing and the French River, and eventually reached Lake Huron through Georgian Bay and points south and west from there.

Fur traders representing Charles-Michel Mouet de Langlade, a Frenchman, operated on the Grand River as early as 1742. Langlade, headquartered at Michilmackinac, a word of French origin, referring to a broad area in the Mackinac Straits and including both Mackinac Island and the mainland. Langlade coalesced a varied band of Ottawas, Chippewas [Ojibiways], and Potawatomies, and went to Fort Duquesne [Pittsburgh] in 1755 to help the French defeat the British army under General Braddock and George Washington, during the French and Indian War. Langlade told the Indians, “Brothers, the red coats threaten your lives and lands. The chief beyond the ocean has sent them to prepare for colonists. They will build roads, towns, and farms. They will frighten away the game and drive out the Indians. You will perish. The French do not want your lands, only your furs. We only want to trade with you. Come with me, help fight the red coats. There will be many scalps and prisoners for those who help the French.”

General Braddock, not experienced in Indian warfare, led his troops right into the ambush set by the French and Indians. Braddock was killed, as was most of his army, but young George Washington saved the rest of the retreating British from total destruction. When the French and Indian forces returned they brought their plunder back to Detroit. Many of the early horses of Michigan were offspring of those brought back from the scene of Braddock's defeat.

For his service, Langlade was given command throughout much of Michigan, including all of the Grand River region, mainly located at “Gabagouache” [Indian for “big mouth”], where “Owashtanong” [the Indian name for the Grand River, meaning “far flowing water”] emptied into the big lake.

Even though the English were defeated at this and other bloody battles, they proved themselves more powerful than the French at another armed conflict in which these same Indians took part, namely, the Fall of Quebec. For 145 years, from 1618 to 1763,

the French governors in their Quebec headquarters had ruled the territory that is now Michigan. By 1760 the skirmishes between France and England would end with the First Treaty of Paris in 1763, giving England complete dominion over Michigan territory.

FROGS [FLOWER HOLDERS]

Local resident Edward Grant Garnsey got the idea for a flower holder and patented it about 1908 or earlier. Also he copyrighted the name “japana” for a line of china, sold by the Marshall Field Department Store in Chicago, along with the flower folder. Garnsey was a buyer and executive at Marshall Field. He had the holders made by a glass company in Beaver Falls, Pennsylvania. His daughter thought the name “japana” might have been suggested to him by his travels in Japan and his desire to emulate the way the Japanese arranged flowers. Although Garnsey owned a farm south of Grand Haven, Spring Lake was given as the residence of the patentee. Garnsey’s wife, Mary Vesta Doan, opened a Gift Shop and Tea Room on the southwest corner of First and Washington Streets in 1920 or 1921, and carried china and other items, including the flower holders. She sold the business and building in 1925. Today Garnsey’s flower holders are commonly called “frogs,” although he never knew them by that name.

FUR-TRAPPING INDUSTRY

The French arrived at the Straits of Mackinac in 1634. For the next 200 years they developed a fur trading business with the Native Americans, sending their product to Europe, half a world away. Long before the French arrived, commerce of all sorts had been carried on by canoe in the Great Lakes area. The birch-bark canoe, being entirely of native north woods material, was perfectly designed for the rough waterways of North America. Without this Indian invention a large-scale fur trade in the Great Lakes region would have been impossible. The bark canoe was found only above the 43rd parallel, where birch trees grew plentiful and large enough for canoe construction. The birch bark canoe had speed, was light enough to be carried over portages, sturdy enough to hold heavy loads of cargo, and easy to repair with materials available anywhere in the north woods.

The voyageurs, French-Canadians employed by the fur companies to carry on the wilderness trade, used two styles of canoes: the “North,” a 26 foot canoe which ventured up the rivers, far into the remote wilderness posts where fur trade was abundant, and the “Montreal,” a 36 to 45 foot canoe which

transported large cargoes of furs from Mackinac Island to Montreal. The voyageurs who manned the North canoes were rugged adventurers. Referred to as “hivernants” [winterers], they transported supplies to the isolated winter outposts. Those who paddled the Montreal canoes were novices by comparison and never too far from creature comforts; they were called the “mangeurs de lard,” or pork eaters.

The name Gabagouache was the Native American term for the Grand Haven harbor, and referred specifically to the widening of the Grand River where it flows into Lake Michigan. Joseph and Madam La Framboise, Rix Robinson, and Louis Campau used Gabagouache as a staging area before transporting furs to Mackinac Island between 1790 and 1834. Rev. William Ferry founded Grand Haven in 1834 after he made two trips from the headwaters of the Grand River to convince himself of the appropriateness of Gabagouache as a place to settle.

When the French surrendered to the English, Charles-Michel Moute de Langlade was instructed to ask all Indians in the Grand River Valley to report at Mackinac in person in order to take an oath of allegiance. The Ottawa Indians must have made quite a picture loading their canoes and slipping down the river past Dewey Hill, resolute and sober faced, wrapped in their blankets. They paddled by the towering pine and branching cedar, then out of the harbor. As they proceeded north their canoes were buffeted by the wind as they headed for Mackinaw Island. Imagine what the scene looked like, with hundreds of canoes beached on shores of the Island and many hundreds of Indians milling around, not knowing just why they were there.

Louis Chabollier was licensed by the French government on June 4, 1778 to trade at “la Grande Riviere.” The fur traders continued to reign supreme until the pioneers arrived to make permanent settlements. They were mostly, though not all, French or French half-breeds who took on the ways of the Indians, even to marrying Indian women. They had to remain married only 100 moons, when, according to Indian law, a wife might be let go. For the most part the fur traders were unscrupulous in their dealing. In exchange for valuable furs they would give cheap jewelry or trinkets, which many times would make them a profit of 600 to 700 per cent. They furnished the Indians with guns, which was especially dangerous when combined with liquor, a need the white men encouraged. Competition was so great between the big companies, American Fur and Hudson Bay, that

various cutthroat means were employed to secure the business, even to burning buildings and murder.

One of the first important fur traders to actually locate in the fertile Grand River Valley was Joseph La Framboise. He was an Acadian [Nova Scotian] and married the granddaughter of one of the most powerful chiefs of the Ottawa tribes. La Framboise was said to have had a post at the mouth of Crockery Creek by 1780. Another trader, Pierre Constant, could be traced back to 1810. He was an employee of the British Fur Company, with a post at Charleston, on the Grand River at its junction with Trader's Creek, about a mile east of the present village of Eastmanville. Constant, a Frenchman, was married to an Indian woman and they had six children. The eldest daughter, Louise [Lisette], was her father's clerk. When her father died in 1828 she was only 17, but successfully carried on the fur trading business for six more years. She married William Lasley of Muskegon.

John Jacob Astor organized the American Fur Company in 1808 and granted La Framboise sole charge of the company for western Michigan, with winter headquarters on the Grand River. La Framboise, whose fur trading experience went back as far as 1780, spent every winter along the tributaries and the main stream of Grand River, where he would barter with the Indians for their furs.

In 1809, while camped on the lakeshore between Grand Haven and Muskegon, La Framboise refused whiskey to an Indian, who stabbed him to death in anger. La Framboise's wife, Madeline Marcotte, a granddaughter of the Ottawa Chief Returning Cloud, carried on her husband's business as a fur trader for many years, and maintained a post at the mouth of Crockery Creek. Her main operation was later centered at Ada, on the east side of Grand Rapids. Madam La Framboise was described as being "of commanding form, agreeable manners and excellent deportment; and highly esteemed by both whites and Indians." In 1821 she retired from the service of the American Fur Company. Robert Stuart, who was then manager at Mackinaw, invited Rix Robinson to take charge of the company's posts on the Grand, the Kalamazoo, and the Muskegon Rivers.

Of all the employees of the great American Fur Company, there was perhaps no one who lived more peacefully with the independent traders than did Rix Robinson. He was the best known of fur traders on the Grand River of whom we have an authentic record, and one of the most influential among the Indians. An early history said this about Robinson: "To his control of the savage tribes that occupied this portion of Michigan, is mainly attributed the

welcome they gave the early settlers, whose encroachments and occupancy so surely augured their own removal and ultimate extinction." [Historical and Business Compendium of Ottawa County, Michigan, 1893.]

One of Robinson's trading posts was located on the river at the foot of Washington Street in Grand Haven. He later became one of the first pioneers in the settlement of Ottawa County. Born in 1789 in Massachusetts, at the age of 23 Robinson ventured west to seek his fortune. The same year he took charge of the American Fur Company posts in West Michigan he married Flying-Cloud-Woman, daughter of the principal chief of the Pere Marquette Indians. One child was born to them, who later was known as Rev. John Robinson, a missionary among the Ottawa and Chippewa Indians of Michigan. After her death he married her sister, River-Woman. Both were intelligent, attractive women. River-Woman was well educated. His first marriage was an Indian ceremony, but Rev. Slater, a Baptist missionary at Grand Rapids, performed the second.

In October, 1826 the schooner *Andrew* ran ashore at the mouth of the Grand River. Aboard the boat were 20 barrels of whiskey to be delivered to Rix Robinson for his trading business. Although the ship was wrecked the cargo was salvaged, carried ashore, and buried in the sand. When Robinson returned for it later he failed to locate the barrels. It's possible that buried treasure is still under the sand somewhere.

The American Fur Company, with Rix Robinson as agent and sole manager, by 1827 had established no fewer than 20 trading posts in this section commencing at Kalamazoo on the south and extended to Little Traverse on the north. At their headquarters in Grand Haven they had a store, a warehouse, and a dwelling house with four rooms, occupied by Robinson and wife.

In many ways Rix Robinson was considered a pioneer because he remained in the community and became a part of it, including the role he played in the Treaty of Washington. He was state road commissioner, state senator from the fifth and seventh districts, associate justice of the circuit court of Kent County, and a member of the convention that formed Michigan's state constitution in 1850. He later declined to run for governor. His name stands out as one of the foremost of those who occupied positions of trust and honor in Michigan. Rix Robinson eventually made his headquarters near Ada. He died January 13, 1875.

Two other fur traders, Louis Campau and Richard Godfroy, were good friends of Robinson's. Like him, they continued on as pioneer settlers and became a part of the area's history, particularly in Grand Rapids.

GABAGOUACHE

The French arrived at the Straits of Mackinac in 1634. For the next 200 years they developed a fur trading business with the Native Americans, sending their product to Europe, half a world away. Long before the French arrived, commerce of all sorts had been carried on by canoe in the Great Lakes area. The birch-bark canoe, made entirely of native north woods material, was perfectly designed for the rough waterways of North America. Without this Indian invention a large-scale fur trade in the Great Lakes region would have been impossible. The bark canoe was found only in the northlands, where birch trees grew plentifully and were large enough for canoe construction. The birch bark canoe had speed, and it was light enough to be carried over portages, sturdy enough to hold heavy loads of cargo, and easy to repair with materials available anywhere in the north woods.

The voyageurs, French-Canadians employed by the fur companies to carry on the wilderness trade, used two styles of canoes: the "North," a 26-foot canoe which ventured up the rivers far into the remote wilderness posts where fur trade was abundant, and the "Montreal," a 36 to 45 foot canoe which transported large cargoes of furs from Mackinac Island to Montreal. The voyageurs who manned the North canoes were rugged adventurers who took trade goods to the isolated winter outposts. They were referred to as "hivernants," or winterers. Those who paddled the Montreal canoes were novices by comparison and never too far from creature comforts; they were called the "mangeurs de lard," or pork eaters.

A modern "Gabagouache" [pronounced gaba-go-watch-ay], 26 feet long and constructed of fiberglass, was a replica of a voyageur's North canoe. The name Gabagouache was the Native American term for harbor, such as the widening of the Grand River where it flows into Lake Michigan. Joseph and Madam La Framboise, Rix Robinson, and Louis Campau used Gabagouache as a staging area before transporting furs to Mackinac Island between 1790 and 1834. Grand Haven was founded in 1834 by the Rev. William Ferry family after Ferry had made two trips from the headwaters of the Grand River to convince himself of the appropriateness of Gabagouache as a place to settle.

The *Gabagouache* canoe, named in honor of Grand Haven's Native American roots, was built in 1984 as part of the celebration of Grand Haven's Sesquicentennial with the specific purpose of duplicating Ferry's original trips on the Grand River, Michigan's longest river flowing 250 miles from Jackson to Grand Haven. The modern Gabagouache was built at a cost of \$6,000, half donated by the Grand Haven Rotary Club and the other half from the Sesquicentennial Committee, funded by the City of Grand Haven. The preeminent voyageur canoe builder and historian Ralph Frese of Chicago constructed it. After its launching on April 2, 1984 *Gabagouache* twice traveled the length of the Grand River, traversed the State on the rivers from Saginaw Bay to Lake Michigan on the occasion of Michigan's Sesquicentennial in 1987, crossed the Straits of Mackinac, and appeared in several land parades. [Adapted from an article by Dr. David Seibold.]

GAVEL

On April 8, 1888 Le Moyne M. S. Smith presented to Grand Haven's City Council a gavel fashioned from a piece of red beech that had been used in constructing the first frame structure built in Ottawa County. Smith's written presentation said, "The building familiarly known as the old School House on Second Street [16 South Second], and which the ruthless hand of public improvement so recently demolished, was erected, I think, in 1836—fifty-two years ago. It was for many years the only school house in town, the only church or place of holding religious meetings, and in fact all public meetings, as well as the only place for holding County or Circuit Courts. That such a building should not have been preserved for all time as a memento of our early history, and as a reminder of the day of small things, is at least a reproach to the public spirit of our city. I beg you, therefore, to accept this gavel as a relic of our early times, to be used for the benefit of, and preserved among the valuable possessions of your honorable body, and as a testimony of the kind regards and best wishes of a humble citizen." The gavel was accepted, and on May 24, 1888 City Council approved payment of \$3.00 for the cost of an engraved silver plate to be put on the gavel. The gavel remained in use until recent years.

GLACIERS

A unique combination of natural forces provided Northwest Ottawa County with wind-blown sand dunes, wooded hills and plains, fertile river beds, the state's longest river, an inland lake, and the world's fifth largest body of fresh water just to the west. The area became an attractive setting for the many different people who populated the area over the

centuries. The first of those people were the Native Americans.

The Great Glaciers [1,000,000 -10,000 B. C.] were the primary molders of Michigan and the Great Lakes. Long before there was written history, nomadic people were crossing the Bering Straits during the period of the Wisconsin Glacier, the last of four major glaciers to push down through Michigan and much of the mid-west. Over long periods of time, these glaciers ebbed and flowed like the tides. The Bering Straits at times became a solid piece of land connecting Asia to the North American continent. Migrating people followed the animals, their food source. They hunted north and crossed over at a time when much land was exposed because the cold climate had created large amounts of ice, which in turn lowered the ocean water level. Some of these Indians stayed in Alaska and became known as Eskimos. Others migrated south into what is now the United States, some further into Central and South America. Later, the Indians who remained on the North American continent migrated back north as the climate warmed and the glacier receded. The first form of life to follow the glacier's retreat was vegetation. Animals followed their food source north as it developed, providing a valuable source for early Native Americans hunting for food, clothing, and shelter.

Today's climate is still influenced by the last of the glaciers, which began about 75,000 years ago, although most scientists say a distinct warming trend is perceptible.

As the ice melted, sand was picked up by huge rivers and carried to the big body of water that later was called Lake Michigan, taken from a Native American word meaning "Big Lake." As the sand entered the lake, these rivers slowed up and more sand was amassed and deposited sand near the rivers' mouths and along their banks. This post-glacial period lasted from 10,000 to 500 B. C.

The first big lake to follow the last glacier was called Lake Algonquin. The weather then was much cooler and wetter than it is today. In fact, during the period of Lake Algonquin, the glacier still covered part of the Upper Peninsula. Because of the advancing warmth and moisture, trees and other forms of vegetation spread up from the south, took root, and flourished. The dominant trees were the cone-bearing spruce and fir.

Huge mastodons, mammoths, giant deer, elk, beaver, and barren-ground caribou tramped about in those days. There may have been more mastodons than mammoths, although the remains of about 200

of each have been found in lower Michigan. The remains of mastodons have been found in Newaygo, Muskegon, Kent, and Ottawa Counties, and most of the counties in southern Michigan.

The mammoth was 13 to 14 feet long, 9 to 14 feet high at the shoulder, had feet with four toes, long slender tusks that curved outward and upward, a thick trunk and a hump on his back. Its hair was long and black with a woolly brown undercoat. On the other hand, the mastodon was 7 to 9 feet tall and didn't have a hump. Its body was covered with golden brown to black coarse hair. The mastodon especially liked the spruce seedlings, and they chewed them with large, powerful teeth that interlocked as their jaws moved up and down. The other animals in this area looked much as they do today, but were much larger. The Paleo-Indians followed the mastodons, their source of meat, into Michigan about 10,000 years ago.

Around 3,000 or 4,000 years later the weather became drier and warmer. The water in Lake Algonquin, which had flowed out the Chicago River, found a new outlet through what is now the Straits of Mackinac. The lake level went down 375 feet, so that two lakes were formed in the deepest basins left by the glaciers. The lake to the north was called Lake Chippewa, and the one to the south was named South Chippewa. In between and connecting these two lakes was the Grand Haven River, flowing just about due west of Grand Haven.

As the weather changed, so did the vegetation and many of the spruce and fir trees died and were replaced with pine. Conditions were just right for large amounts of exposed sand to blow from west to east, the direction of the prevailing winds then and now. The mastodons and Paleo-Indians disappeared from the area, evidently traveling northward as the glacier receded.

Following Lake Chippewa was one known as Lake Nippising. During the Lake Nippising period the lake level came up to 605 feet, the level of earlier Lake Algonquin, and then gradually ebbed to its present level of about 580 feet above sea-level. Lake levels continue to fluctuate, but over the past 140 years have stayed within 575' and 583' and averaged a little under 580 feet.

Many places that had been high and dry during the Lake Chippewa period were now either surrounded by water or completely covered with it. The weather was the warmest that it had been in the last 18,000 to 20,000 years, killing much of the vegetation that covered the land. Because of the heat and lack of moisture, sand piled up and formed the huge dunes

that the pioneers found when they arrived in the 19th century and which we cherish today. Again the type of vegetation changed. The pine forest reached its peak during the early part of this period, and then gradually the deciduous trees, including oak and chestnut, took over so that before this era was over, the trees had reached their optimum growth. The giant animals hunted by the earlier Indians were almost completely gone, since only the deer and elk remained. Bison came up from the south in search of grass, which was becoming more abundant.

GRAND HAVEN BOARD OF TRADE

See Board of Trade.

HARBOR STEAMER

Bonnie and Terry Kozanecki of Spring Lake started the *Harbor Steamer* tours of the Grand River in 1983. Their company, organized the year before to building and operate the vessel, was called Kodey, Inc. The 67-foot, flat-bottomed vessel measured 14 feet at the beam and was licensed to hold 90 passengers and crew. It was built in the winter of 1982-83 by Sashaguay Machine in Saugatuck. A keel was added the following season to improve control at the helm, and still later the lower deck was enclosed to provide protection for passengers on cool or wet days. The vessel was powered by a water-cooled Perkins diesel engine that drove the rear paddles by means of hydraulic motors. The first captain of the *Harbor Steamer* was retired Coast Guardsman T. J. Thompson. His successor, Captain Lee Achteroff, purchased the vessel in 1989 and operated it for one year, before selling to Captain Fred Snider. In 1996 Snider sold it to Gary and Jim Hooyenga, and they passed ownership to Don Messinger and Rick Leist. [*Tribune* article "A Ships Log Special: The Harbor Steamer," by Dick Fox, August 16, 2004.]

STREET RAILWAY AND INTERURBAN

On April 30, 1895 Stephen L. Munroe, George W. Jenner, Sherman H. Boyce, Andrew J. Emlaw, and George B. Parks organized the Grand Haven Street Railway Company with capital of \$25,000. It was organized generally for the purpose of constructing, maintaining, and operating a street railway in Grand Haven, but specifically to help develop the resort business by making it easy for vacationers to get to the beach and Highland Park. The first terminal was on Second Street. The company also purchased land behind the Gildner Hotel [Kirby's Grill] and built a car barn, which burned down on April 24, 1904. The line, which opened for business in June, 1895, started at the terminal at Franklin and Second Streets to Washington, headed to Water Street

[Harbor Drive], and then west on Water and along the beach to Highland Park. In 1903 the line was extended to a loop at Indian Village, the group of cottages just south of Stickney Ridge. The ride to the beach cost 5 cents, and the open cars made stops at each block in downtown Grand Haven; stopped again at Monroe Station, below the former lighthouse atop the dune; chugged up to the small Jenner Station, located opposite the later Oval Inn [Blue Water Inn]; and finally ended at Bil-Mar before continuing on to Indian Village. For many years it was thought that the steam-powered engines were called "dummy" engines because they didn't generate their own power, but picked up "charges" of steam at two points along the route. However, research done by Grand Haven historian Paul Trap in 2011 showed that the engines were called dummies because they were quiet and manufactured to look like passenger cars. An 1898 Grand Haven ordinance stated, "The cars [of the street railway] used on such a railway shall be drawn or propelled by steam, compressed air, electric motors, or some other practical device, used and approve as a motive power in street railway service . . . that if steam motors are used upon such railway they shall be in form and construction as shown in H. K. Porter's catalogue." The catalog referred to contains a picture that matches the cars of the Street Railway. The caption under the picture read, "Class 2-B-R-M, Back Truck Four-Driver Noiseless Steam Street Motor, with Rear-Tank." In Highland Park residents referred to the line as the "Dinky," a reflection of the small size of the cars. The Street Railway Company built a dance hall on the beach, near the foot of Lighthouse Bluff. Later the building was moved to the foot of the bluff below the Highland Park Hotel, where it became Hyland Gardens.

About 1902 the Grand Haven Street Railway Company was bought out by the Grand Rapids, Grand Haven, & Muskegon Railway Company, which had been incorporated three years earlier, and the line was converted to electric power, using a third rail for most of the route between Grand Rapids and Spring Lake and then changing to overhead lines.

Electric railroads, or interurbans, as they were better known, covered the Midwest with a network of rails by the late 1800s. In the eastern United States, a third rail for electric power was generally used, but in Michigan, except for the Grand Rapids, Grand Haven and Muskegon Electric Railway, a trolley-system of overhead power lines was used within village and city limits. In general, the third rail was used only in the country.

Michigan's first interurban, the Ypsilanti and Ann Arbor, began operating in 1890. Pulled by a steam engine, the cars went west on Packard Road to the Ann Arbor city limits. The low fare of 10 cents one way and the frequency of service, with cars leaving every 90 minutes, contributed to the growth of the line, which soon was carrying over 600 passengers daily. Electric power was adopted in 1896. In a few years a network of interurbans was built in southern Michigan.

The Cilley Electric Road group was made up of Boston capitalists who were going to finance a local line. They did not favor a route to Fruitport. However, their franchise expired and in 1898 another franchise for an interurban was granted to the United Grand Rapids and Eastern Interurban Company, which laid out the route as it was finally built. Ithiel Cilley was a Grand Rapids patent attorney. [Cilley's son, Verl Ithiel Cilley built "The Castle" atop Five Mile Hill.]

The Grand Rapids, Grand Haven, and Muskegon Railway Company, incorporated in 1899, served those cities with an interconnecting ribbon of some 44 miles of electric railway. The railway traveled east and west through Spring Lake on what later was called Savidge Street. This was one of the first roads in the United States to use the third-rail system of power distribution, operating on 600 volts of direct current. A powerhouse and car barns were built at Fruitport. The track split there, one going to Muskegon, and other to Spring Lake and Grand Haven.

The question of a toll bridge to span the Grand River continued to be a very sore issue between Grand Haven and Spring Lake. In 1901, the legislature had passed a law incorporating the Spring Lake approach to the bridge within the city limits of Grand Haven so that income from the bridge went into the Grand Haven city treasury. The Board of Trade reported that a group of Grand Haven citizens and merchants was going to buy the bridge and make it free, but they were unable to carry through. The Grand Haven City Council and the interurban company were not able to settle their differences about a "free bridge," so the company did not pick up its franchise. The public wanted the road. On August 22, an angry Grand Haven citizen wrote the newspaper suggesting that the decision be taken away from the committee on streets and bridges and referred to the man on the street. The toll bridge was owned by local businessman Nelson Howlett. He sold it to Westinghouse, Church, Kerr, & Company, which continued to levy a toll.

In 1901, while negotiations were going on as to the exact location of the interurban right-of-way through Spring Lake, the following article appeared in the newspaper: "While we are pleased to see the electric road enter our village, we do not like to see it cross the land just east of our cemetery. It is a mistake to allow this because that land is needed for an addition to our cemetery, and unless the Railroad Company had already secured the right-of-way from Mr Lovell, steps ought to be taken at once to prevent that by securing the land for the purpose named."

In 1902, partly in protest of the toll bridge, Grand Haven voters elected a new mayor, Charles Hoyt. Soon the city agreed to pay \$1,000 annually for the maintenance of the toll bridge. Service over this system began on February 8, 1902, when the first car entered Muskegon from Fruitport. The following day the first trip was made on the full length of the road into Grand Rapids. All the cars were given names, and the first one was called "Catherine C." after the name of a daughter of Thomas F. Carroll, a prominent Grand Rapids businessman and investor in the company. In June, 1903, after the toll bridge difficulty was resolved, the Interurban reached Grand Haven, and in February, 1904 the Grand Haven Street Railway Company was dissolved. The line subsequently was sold to Westinghouse *et al* for \$18,000.

Sleet and snow on the third rail were a major problem. Two or three times each winter a severe storm would strike. Then it was not uncommon to see an employee riding the fender out in front of a car, shovel in hand, scraping sleet off the "hot rail."

The company provided reliable passenger and freight service, with little friction or drama in its relations with township and city governments. In addition to the usual rail excursion business, the company offered a package deal with both the Crosby and Goodrich steamship lines for service between Grand Rapids and Chicago. A low-priced "panhandle" trip included taking the interurban from Grand Rapids to Muskegon, a boat from there to Grand Haven, and the interurban back to the Furniture City.

Following World War I, wildcat bus operations cut seriously into traffic. The state's lenient regulatory policies towards bus lines allowed them to flourish at the expense of the interurbans, although some of the cities, such as Muskegon, restricted the onslaught of buses.

Business was poor, but by just the extra little bit of revenue which resulted from its good civic relations, the Grand Rapids, Grand Haven, and Muskegon

interurban line managed to make ends meet. In 1925 it was the only traction line in Michigan not in the hands of receivers. But its owners, the United Light and Power Company, wanted to get out of the business.

In May, 1925 the line was sold to local interests headed by W. K. Morley, President, and S. L. Vaughn, General Manager. In a fierce struggle with bus competition, fares were cut, but revenues still sagged below costs. On July 29, 1926, the Federal Court appointed receivers as a result of default of bond interest. The deficit for 1925 was \$80,000 and for the first half of 1926 it amounted to \$20,000. In October of that year service between Grand Rapids and Holland was discontinued and the Shore Line Motor Bus opened a route between Grand Haven and Chicago at \$7.00 for the round trip.

The Interurban Company petitioned to augment its rail service with buses and began this service between Grand and Muskegon in June, 1927. Cars continued to run in rush periods only. At the close of the first full year under receivership, the loss was \$27,768, exclusive of interest on the bonds. Running out of cash, the company had no alternative but abandonment. This occurred on April 18, 1928, but the company had discontinued all its electric service in favor of buses the previous February. Subsequently, local governmental units began to purchase the defunct company's rights-of-way for the purpose of laying highways. By April, 1928, workmen started to remove feed cable from the iron posts on the sides of the streets, and a few months later the tracks were removed from downtown Grand Haven, along with the bricks and curbs, in preparation for laying conduit for street lights. An April 25 article in the *Grand Haven Tribune* reported, "Little by little the assets of the [Interurban] road are being gathered, the most of it sold for junk." Car Number 20 sold for \$650, indicating it must have been in pretty decent condition. In May of the next year another car was sold to someone on Duck Lake and an additional one went to Whitehall, where it served as a refreshment stand. The freight cars were burned.

See also Merlin, for detailed information about one of the Interurban cars. [Adapted from an article in the *Township News & Times*, August 24, 1996.]

JACKIE BAND

Andrew "Andy" W. Thomson organized the Jackie Band in 1913. It was an outgrowth of the Presbyterian Sunday school program orchestra. Thomson's job was to teach the young musicians. The band, consisting of 24 boys, made its first

public appearance in a Memorial Day parade that year, playing "Three Cheers for the Red, White, and Blue." The group wore white uniforms, trimmed in purple, donated by the Elks Club. Later, their outfits were changed to blue and white, similar to those used by the Navy, and a navy style cap was added. The new outfits were called "Jackies," and that gave the group of musicians its name. The Jackie Band appeared at Liberty Loan Drives during WW I, played at the departure and homecoming of soldiers, performed in neighboring towns, and, a highlight for the orchestra, at a National Elks convention in Chicago. The band also held concerts in Grand Haven's Central Park. Eventually the band grew to 64 members, all boys. The band dissolved in 1924, when the Grand Haven High School Band was formed. Among the players was Seymour Van Weelden, who in 1984 gave to the Tri-Cities Historical Museum the Conn cornet he had used. Another member, Tony Pippel, was drum major. He wore a brilliant red uniform, trimmed with gold braid.

LOG JAM OF 1883

Lewis Cross painted a picture of the Great Log Jam of 1883. Cross was an artist who lived on the Grand River, east of Spring Lake. The water was high that year and the current was strong. This was the time of year in which many logs, cut during the winter and spring, were sent down the river to the logging booms and saw mills. Because the current was so swift, the men who were supposed to be able to "steer" the logs lost control of them and they went tumbling down the river. The large timbers went in all directions and even took out a bridge near Grand Rapids. Word spread that it was a dangerous situation. Near Stearns Bayou, where a logging crew was working, Captain John Walsh, a one-armed man who operated a steam-powered pile driver, started driving piles [logs] into the river bottom so that other logs could be laid across them to form a dam. Other men worked frantically to dig an extra canal besides the river above the place where the pile driver was working. When the huge log jam arrived at that place, some of the logs went into the canal and some pushed against the new dam which had been finished in time and was strong enough not to break. The bridge was still sitting on top of the logs in the canal. Thus all those logs, the crop for that season, were saved from going into Lake Michigan. If they had reached the Lake they would have been a danger to the boats that were there, and they also would have been lost forever. Captain Walsh was given a gold watch by his employers for his bravery and his ability to work fast and well enough to get the dam built in time.

By breaking the logjam, he had saved them many thousands of dollars.

LUMBERING

Fur trading was Northwest Ottawa County's first important industry. Lumbering was the second. In 1836, less than a year after Rev. Ferry and the first permanent white settlers arrived in Grand Haven, the first sawmill was erected. This marked the beginning of a wild, lucrative, and colorful era in the history of West Michigan. At that time the broad valleys of the Grand and other Michigan rivers, embracing an area of several thousand square miles, were an almost unbroken forest. Grand Haven then had pine trees 100 to 150 feet tall. They were three to five feet in diameter and had been standing 250 to 300 years.

Generally the forest was pine. The choicest was white pine, which grew in greater abundance in this locality than anywhere else in the country. The seemingly endless forest, a storehouse of untapped wealth, did not begin to develop fully until about 1840, when the tide of immigration sweeping across the country from the east rolled beyond the boundaries of the well forested states of Pennsylvania, Ohio, and Indiana to the treeless prairies of Illinois and Iowa. The settlers of these prairie states were obliged to look elsewhere for their timber, and their search stimulated the lumbering industry of the Muskegon and Grand River valleys. The demand was especially strong after the Civil War and after the Chicago fire of 1871. Lumberjacks, log marks, buzzing sawmills, lumber shipped on square-rigged schooners were all a part of the way of life in and around the mouth of the Grand River, especially between 1860 and 1891. At one time there were as many as 26 saw mills up and down the river, mainly concentrated around Mill Point [Spring Lake], producing and shipping millions of board feet of lumber annually to Chicago and other ports.

Every sawmill, and anyone with a few acres of land who wanted to cut trees and sell them as lumber, had to have a 'log mark.' The log marks were registered with Ottawa County. When the cut log got to the sawmill, payment was made for the recorded number of board feet and the log mark told the mill whom to pay. For instance, timber marked "D.B." belonged to Derk Baker, the founder of D. Baker & Son Lumberyard in Grand Haven. One man in the crew would be in charge of hitting the end of a freshly cut tree with the marker. The identification would stay there. The tools that were used in logging were very heavy and strong. Axes were used by one man, while the saw was operated by

two men. A round saw was used in the sawmill for cutting logs into planks. Sometimes logs were hollowed for use in the water systems of Grand Haven and Spring Lake. Larger ones were wrapped with strap steel to make them stronger.

Beside felling axes, loggers had the peavey, a device for pushing and pulling logs that was invented in the 1870s by a blacksmith in Maine named John Peavey. They also had the giant raft auger, five feet long and designed for drilling holes from a standing position. Loggers employed many different kinds of chisels and the bucksaw.

The last log drive to come down the Grand River occurred on May 14, 1889, only six years after the big log jam. Within a year, except for isolated timbering, the industry had reached its end in Northwest Ottawa County.

Camps and Supplies

In his book *History of the Lumber and Forest Industry of the Northwest* [1898], George W. Hotchkiss cited the supplies needed for one year of operation at a Cutler & Savidge logging camp. At its height, the company used one hundred horses and four hundred men for the season, which ran between August 1 and June 1. Basic supplies included: 23,000 bushels of oats; 500 tons of hay; 600 barrels of flour; 170 barrels of pork; 155 barrels of corned beef; 110 barrels of sugar; 36 barrels of dried apples; 39 barrels of currants; 50 boxes of prunes; 50 barrels of crackers; 29 half-barrels of syrup; 82 chests of tea; 55 barrels of beans; 119 barrels of peas; 2,024 pounds of rice; 75 boxes of soap; 10 barrels of salt; 22 barrels of pickles; 33 barrels of sauerkraut; 17 barrels of vinegar; 14,491 pounds of butter; 68 cases of baking powder; 16 cases of soda; 300 pounds of mustard; 310 pounds of pepper; 11 pounds of allspice; 1800 pounds of chewing tobacco; 1500 pounds of smoking tobacco; 250 pairs of blankets; 66 boxes of axes; 71 dozen axe handles; 93 head of cattle; 10,752 pounds of fresh beef and pork; and large quantity of miscellaneous items, all of which had to be transported over rough roads and up steep hills.

Logging Tools and Terms

Big wheel was sometimes called a Katy-did, but it was not the same as the Katy-did of the south. The two wheels were immense. The axle was a timber six inches by 12 inches, with a skein at both ends. As the axle was turned up edgewise it raised the logs. The tongue was about 18 feet long and the weight of logs balanced under the axle was fastened by chain to the tongue. The tongue gradually lowered until about it was about three feet from the

ground, where the horses were hitched. These were usually loaded to the front since this made the tongue catch in the ground as the load was being drawn down the incline. One picture of a Katy-did showed the tongue up in the air above the horses. However, that picture may not be correct since it would be impossible for the horses to hold the load back. As the load was being drawn down the incline one of the horses stumbled and the wheel ran over him and killed him. The heavy load at the back had forced the tongue up and there was nothing holding the load back.

Board foot was a standard measurement of wood production. Each board foot represented a slab of wood 12" by 12" and one inch thick.

Cant hook referred to a wooden lever with a movable iron hook near the end. It was used for canting, or turning over logs.

Cook shanty oil lamp looked like a tin funnel, with the little end up. It had a wick in it and a handle on the side.

Crosscut saw looked very similar to the ones used today.

Dogging hammers were used for driving dogs into the logs. They were larger and heavier than an ordinary hammer. The head was flat at one end and very pointed at the other.

Dog puller was a piece of iron with a curved handle and used to pull the dogs from the boom.

Draw boy was used for the same purpose as the logging toad, but more practical and so more widely used. It looked like a big single bobsled, so it didn't turn over easily.

Hammers, very thin, small, and made of iron, were usually hung in the hames by teamsters in logging camps and were used to remove balls of snow from the horses hooves.

Ice-spud had a wooden handle about as long as an axe handle. At one end was a flat piece of iron about four inches wide. It was used to clear trams of ice in the winter.

Iron dogs were rings with spikes on them that were driven into the boom-sticks and logs to hold the chains that held the booms together.

Logging toad was made from the crotch of a tree, usually a white oak. Some of these were made by carpenters in the logging camps and were used to haul logs over uneven and soft ground. They were practical only with very large logs, since they tipped over very easily.

Logging truck was a wagon whose front wheels were the same size as the rear wheels. The logging bunk was the same height as the wheels. These were used in the summer in place of sleighs.

Log-mark was adopted by each man or company to identify the logs when they arrived at the mill. John Fisher had four markers. Two of them were his father's and contained the initials J.L.F. and another one had a star on it. "The Richard Freye Collection of Log Marks" at the Tri-Cities Historical Museum revealed a wide array of marks.

Log-scalar was used to estimate the amount of lumber in the log. The scalar was graduated in such a way that the diameter of the log of known length indicated the number of board feet of lumber that could be sawed from the log. It looked something like a yardstick, but the numbers were different and the scalar had a square of iron at one end so it could hook under the log when it was measured.

Marking hammers had handles about as long as the handle of an axe. The head was made of iron, about six or seven inches in length, and had the imprint of a log mark in it, so that when it was struck with force on the end of a log it would leave a mark.

Peavey was a wooden lever with a movable iron hook and fitted at the end with a strong and sharp iron spike. Lumbermen used it in a variety of ways, especially in the log-drive down rivers. Joseph Peavey, a blacksmith, at Stillwater Village, Maine invented it, in 1858.

Pike-poles were tipped with iron points and used by lumbermen to direct floating logs.

Skidding-tongs looked similar to ice tongs, but they were much larger and heavier, being made of iron. These were used to drag individual logs by clamping the tongs onto one end.

Steel-bar was used for prying loose sleigh runners when they were frozen fast.

Swamp-hook was just like a cant hook, but with a ring and grabhook to hook on the chains instead of a handle. It was used before skidding tongs and for the same purpose.

Tan-bark peeler was about two and a half feet long with a wooden handle on one end and on the other end a flat piece of iron made with a flat hook. The tool was used for peeling the bark from hemlock trees. The tool also was called a bark spud and double-bit [two-edged axe]. This type of axe was used for cutting down timber.

Timber cruiser's surveying compass looked somewhat like compasses of today. It was about

three and a half inches in diameter, and had a cover and two pieces of metal sticking straight up and directly opposite each other.

Wood dogs filled the same function as the iron dogs.

Woodsmen's dinner basket looked something like a knapsack, but was made of tin, with a tin cover and a flat side that went next to the wearer.

Sawmills

Not long after the arrival of the first permanent White settlers, numerous sawmills were up and humming in the Grand River Valley. With a loan from David Carver of \$2,000, William Butts and William Hathaway, both Canadians, were able to complete in 1836 the area's first functioning sawmill on Lots 14 and 15, at the foot of Columbus Street in Grand Haven. Thomas W. White was a blacksmith for the mill. Nathan Throop purchased the steam sawmill built by William Butts and William Hathaway in Grand Haven in 1836, which he subsequently sold to Francis and Thomas Gilbert. Zenas Winsor, who arrived in Grand Haven in 1834 a few months before Rev. Ferry and his family, reminisced about the early days in a paper delivered in observance of the 50th anniversary of Grand Haven's founding. Among his observations, Winsor said that William and Nehemiah Hathaway worked for the Grand Haven Lumber Company.

Colonel Amos Norton constructed the first sawmill north of the Grand River at Nortonville in 1837, near 144th Avenue and Boom Road in Spring Lake Township. It burned down in 1854, and was rebuilt. The Nortonville Boarding House, which provided housing and a dining room for the mill workers, was adjacent to the mill. Around 1860 Frederick T. Ranney bought the mill and sold his interest to Robert Haire and George Cole of Blendon Township in 1867. The new owners operated it as Haire & Cole.

The four sons of Benjamin Hopkins, who settled north of the Grand River, also entered the lumbering business about the same time as Colonel Norton. In 1837 they built a sawmill at the north end of School Street [Block 2] in Spring Lake [the "Old" Mill], and built a later one [the "New" Mill] a block east of the first one in 1845. The Old Mill was torn down in the winter of 1895, and it became the site of the Spring Lake Yacht Club in that organization's early days.

In 1841 John Newcomb constructed Barber's Mill on the Reserve in Barber's Addition on Spring Lake, near the north end of Park Street, for Jabez Barber and Richard Mason. Both Barber and Mason,

among others who came to Spring Lake about this time, were Canadians who fled to the United States after McKenzie's rebellion was quashed in 1837. The two men had been foundry owners in Toronto, and some of their machinery was sold to Amos Norton for his sawmill. The year following the mill's opening, Barber and Mason launched their first ship, the *Enterprise*. The original mill burned down, and a second and larger one was constructed at the same site in 1853 [1854]. After Jabez Barber died at sea in 1854, his sister Eliza inherited the real estate and the Barber & Mason business. Eliza's husband, Charles Y. Bell, ran the firm for almost ten years. Then, in 1863, their son, William H. Bell, bought the business at auction, and according to Lillie gave the sawmill his name, W. H. Bell & Co. When the second mill was destroyed by fire in 1870, Bell's Mill was constructed and operated until 1882.

Thomas White built a mill on the north bank of the Grand River near the foot of Division Street in about 1851. It became Haire & Cole Company in 1867, under the ownership of Robert Haire and George Cole of Blendon. Four years later its name changed to Haire & Tolford, and Cutler & Savidge bought the company in 1874. It was here that the fire of 1871 started, which destroyed much of Spring Lake Village and left 70 families homeless. Cole owned the Blendon Lumber Company, which was formed about 1854 and had headquarters in Allendale Township at Blendon Landing on the Grand River. The company had extensive holdings of timber throughout the area. In 1857 Cole laid several miles of private railroad track for the lumbering operation. The track, which ran through Blendon and Allendale Townships, was abandoned around 1864, presumably marking the end of the company.

In 1856 Hamilton Jones erected a steam-powered sawmill, featuring one large circular saw and a siding mill. The mill was located on the banks of the Grand River near the foot of Fulton Street in Grand Haven. By 1859 Hamilton Jones had another sawmill at the west end of the dock.

In 1857 Hunter Savidge joined Montague & Young as part owner of the Hopkins Mill. The financial depression of 1857 left Savidge as the sole owner of the mill. The next year Savidge formed a partnership with Dwight Cutler of Grand Haven, although formal letters of agreement were not drawn until August 31, 1863. With Cutler's capital the two men first bought the Old Hopkins Mill, located on Spring Lake north of the west end of Liberty, and then built a new mill close by on land later known as the Savidge Estate. The Cutler & Savidge Lumber Company prospered. In 1870 the two men bought a

controlling interest in the Haire & Tolford Mill, located near Lloyd's Bayou, leading to the formation of Haire, Savidge & Cutler. In 1874 Haire sold out his remaining interest in the sawmill. At that time the officers of the company were Hunter Savidge, President; Dwight Cutler, Treasurer; Hiram W. Pearson, Secretary; and John B. Hancock, Director. In 1871 the Hopkins Mill property was sold to the Spring Lake Company to become the site of the Spring Lake Hotel. The mill was converted to the bathhouse for the Magnetic Mineral Spring Company [Spring Lake House], and burned down on the morning of January 4, 1904.

By 1874 the business had grown enough that a stock company was organized. The owners had another mill in Ferrysburg, near the location of the later Johnston Bros. Boiler Company, and the company had lumbering interests in other counties, such as Six Lakes in Montcalm where, in 1882, they laid approximately nine miles of private logging railway. In addition to milling lumber, the firm also manufactured ships, such as the three-masted schooners *Macy*, *Hunter Savidge*, and *Kate Lyons*, which were used as lumber vessels. When Savidge died in 1881, Cutler became President. In 1896 officers of the corporation were Dwight Cutler, President; William Savidge, First Vice President; James A. Wilson, Second Vice President; Dwight Cutler II, Treasurer, and Herman F. Harbeck, Secretary. At that time the mill was at Cutler, Ontario, and produced about 25 million feet of lumber annually. Cutler had been a resident of Grand Haven since 1850. He was the owner of the Cutler House, President of the National Bank of Grand Haven, director and principal stockholder of the Challenge Corn Planter Co., director of the Grand Rapids Fire Insurance Co., and a trustee of the Akeley Institute. William Savidge, a native of Spring Lake and son of Hunter Savidge, graduated from the University of Michigan in 1884, studied law at Harvard Law School, and was elected State Senator in 1896. The company went out of business in 1904.

In 1864 Charles E. Wyman and Henry W. Buswell entered into a partnership and formed the Wyman, Buswell & Co. Sawmill. [Lillie cites both 1864 and 1866 as the starting date of the partnership. However, 1864 is the more likely date since the 1864 *Map of Ottawa & Muskegon Counties* shows the mill.] It burned down in 1868, and Buswell and Wyman built a new mill farther up river. That same year they bought the Ferry & Sons Mill at the foot of Columbus Street. The new mill had one circular saw, a gang edger, trimmer, and lathe. It employed about 35 men. The company also had timber

interests in Montcalm and Newaygo counties, where the owners maintained railroad track for their logging enterprise. By 1878 Averill T. Cairns was a part of the company, which by then was called Wyman & Cairns. After the mill burned down in 1884, Buswell retired and the business came to an end.

The Ottawa County Boom Company was founded in 1865, with Dwight Cutler and Hunter Savidge as principals. Officers were William M. Ferry II, President; Henry T. Bell, Secretary; and Dwight Cutler, Treasurer. Thomas Friant joined the company in 1869 when he was 25 years old. The Boom Company was hired by the various lumber companies to run the cut logs down the Grand River to the mills to be converted to lumber. Friant ran the business for the next 20 years. The company was located on the Grand River near its confluence with Deremo Bayou. It was out of business by 1890.

Carlton L. Storrs built a sawmill on the banks of the river near downtown Grand Haven in 1866. Sometimes referred to as the Red Mill, it was destroyed by fire nine years later.

Andrew J. Emlaw built a sawmill on the north bank of the South Channel in Grand Haven. Later Emlaw was joined by Boyce and Storrs, whose names then appeared with the business title. In 1881 the Grand Haven Lumber Company bought this mill, along with three others.

Munroe, Thompson & Company was formed in 1868 and owned a sawmill near the north end of Jackson Street in Spring Lake [Block 2, Bryant's Addition], built by Dr. Stephen Munroe the year before. Warner Vos also had a financial interest in the business. After the mill burned down in 1872 Sherman H. Boyce bought out John Thompson's interest, and the name of the company was changed to Munroe, Boyce & Co.

Thomas White and Thomas Friant started a lumber business under the name of White & Friant [White, Friant & Co.] in 1869. They bought the Norton Mill on the Grand River at Nortonville from Fredrick T. Ranney, who had purchased it from Colonel Norton two years earlier. The White & Friant mills extended to Manistee and Menominee, with land holdings in Michigan, Minnesota, Wisconsin, California, and Florida. In 1881 the Grand Haven Lumber Company bought this mill, along with three others.

William M. Ferry, S. C. Glover, and John White, of Ontario, Canada, started construction of a sawmill in October, 1871, at the east end of Fifth Street in Ferrysburg [Lot 22], and named it Ferry & White.

The mill burned down on July 4, 1877, the same year it was bought by White, Glover & Co.

Derk Bakker started the Bakker Sawmill in 1871 on the south shore of the South Channel at the foot of Third Street, just south of the Boyden & Akeley Shingle Mill. With one 66-inch circular saw and a “gang” edger, it employed 24 men and had a capacity of 40,000 board feet a day. Eventually Derk’s son John took over the lumber business his grandfather had begun. John moved the business to its site at 720-722 Pennoyer Street in 1912. He died in 1920, and his Derk resumed leadership of the business until his death in 1925, when John II took over the business. Doug Baker assumed control in 1946 and operated it until his sons, Bruce and Dick, took over in 1978, making the fourth generation of Bakers to head up the business.

In October, 1871, the Chicago firm of Batchellor, Slaght, & Shippey bought the Ferry and Hopkins Steam Sawmill for \$32,000. Located in Ferrysburg, at the confluence of Spring Lake and the Grand River, the mill was sold to the Grand Haven Lumber Company ten years later. Webster Batchellor was reported to have built a home in the area.

In 1872 Sherman Boyce bought out John Thompson’s interest in the Munroe, Thompson & Company Sawmill, formed in 1868, and began Munroe, Boyce, & Company. Located on Spring Lake at the foot of Jackson Street [Block 2, Bryant’s Addition], the sawmill was in operation until 1885 [1887], when it relocated to the Upper Peninsula.

Francis Lilley, who came to Spring Lake from England in 1865, in 1874 formed a partnership with George D. Sisson, who had arrived in the area in 1871. Beginning in 1872 Sisson had been a partner with Thomas Seymour in joint ownership of a mill on the Grand River near the entrance to Lloyd’s Bayou. The mill was destroyed by fire in 1883, restocked, and burnt out again the next year. Two years later Seymour sold his interest to Lilley. Lilley saw the need of erecting sawmills near railroads, so the lumber could easily be loaded and transported. His foresightedness helped make Lilley eminently successful.

The Brower & Vos Sawmill was built in 1879 on the site of the Rysdorp sawmill, which burned down in 1877. J. D. Vos, formerly an employee of the Rysdorp Company, joined with a Mr Brower in establishing this business.

The exact starting date of the Grand Haven Lumber Company isn’t clear, but may have been before 1880. Andrew Emlaw was an officer of the new organization, and Henry Rysdorp joined the

company in 1880 as manager of the Beech Tree Mill. Lillie wrote that the company “was a very extensive concern,” and in 1881 it acquired the Boyden & Akeley Mill, the Emlaw Mill, the Batchellor, Slaght & Shippey Mill, and the White & Friant Mill. The next year the company built 10 miles of private logging railroad, which was abandoned about 1886.

Geert Vyn, a native of the Netherlands and later from Zeeland, Michigan, opened the Vyn Sawmill on the northwest side of Harbor Island to cut hardwood into lumber. The five Vyn brothers, who owned the Vyn Trucking business in Grand Haven, bought large tracts of wooded duneland for lumbering purposes, 600 to 700 acres north of the Grand River and another 160 acres near Rosy Mound to offset the winter business slump.

Lumber Yards

By 1891 the timber supply had been depleted and the industry died as a major force in Northwest Ottawa County. Before long, however, retail lumberyards, similar to D. Bakker & Son, were doing business. The Christman Lumber Company was next, started by George Christman in 1895, and stayed in business until the building was destroyed by a windstorm on June 29, 1968. The building originally had been the Cutler & Savidge planing mill, and Christman had worked for that company until its operations were moved to Canada. Three generations of Christmans had managed the business before it was destroyed.

There is no precise year that marks the beginning of the Rycenga enterprises. As early as 1932 Chuck Rycenga I and his sons, Chuck II and Louis, were cutting cordwood for resale. Chuck I [and, much earlier, his grandfather, Jacob] had worked for Van Zylén Lumber, and Louis had had five years’ experience with rough-cut timber. However, after World War II they began selling building supplies from the barn on the family farm at 720 South Griffin Street in Grand Haven, and were among the first to offer Andersen Window Walls. Within a few years, the Company was selling garage kits and pre-cut homes. Rycenga Lumber Company moved their warehouse and office to 1051 Jackson Street in Grand Haven in 1949. The company moved east into a new building at 1053 Jackson about 1955, and sold Ottawa Electric the old property. In 1979 Rycenga Homes split away from the parent company and opened its own facility at 17127 Hickory Street in Spring Lake Township. Their housing developments included Dermshire Forest, North and South Holiday Hills, and Country Club Woods in Spring Lake. Not long after the Homes

division started, Rycenga Real Estate opened with offices adjacent to the lumberyard.

Planing Mills

Allied with the lumbering industry and not far removed from manufacturing were the planing mills. One of the first was the Cilley & Creager Planing Mill started in 1868 by James M. Cilley and Marvin H. McCreagor. Their business was located near the later Pere Marquette depot [Block 3 of Akeley's Addition]. Not long afterward, Cornelius De Vlioger started a planing mill, which was sold in 1873 to the Wait Manufacturing Company. Wait, a forerunner of the Challenge Corn Planter Company, manufactured corn planters and refrigerators. In the early 1890s the Bryce, Barnes & Green Planing Mill was located at the southwest corner of Jackson and Seventh Streets. Started in March, 1907 as a manufacturer of doors, windows, frames, and other interior finishing, Milliman Manufacturing Company was incorporated at \$50,000 with Herbert G. Milliman, President, J. A. Boand, Vice President, C. F. Rush, Secretary-Manager, F. M. Carter, Treasurer. The firm was located on Harbor Drive. It was out of business by 1916. Oxford Varnish, located at 19 North First Street in Grand Haven between 1946 and 1949, appears to have been the last planing mill in the area.

MAIL DELIVERY

Between 1835 and 1845 Polkton Township was part of Tallmadge Township. The Postmaster at Tallmadge was Bethuel Church, a very religious man, who often was called Father Bethuel Church. At that time the mailbag was nine inches by 18 inches and made of ribbed velvet. An Indian carried it from Grand Rapids to Grand Haven. The Indian and his wife drowned at the mouth of Sand Creek, where they were found under water tightly clinching at roots, but the mail was recovered. Postage on letters at that time was twenty-five cents.

During his term as Postmaster at Eastmanville, William C. Comfort wrote a letter to the editor of the paper at Grand Haven describing the condition of the mail service along the river. There were several post offices along the river, including Grandville, Tallmadge, Steele's Landing, Polkton, Crockery Creek, and Mill Point. From these offices most of the 6,500 inhabitants of Ottawa County picked up their mail. Mail arrived once a week, and that in the summer, from Grand Rapids only. Any letter had to go to Grand Rapids first, so something mailed from Grand Haven would take two days to get to Mill Point [Spring Lake], and a letter deposited at Polkton [Eastmanville] on Tuesday to

be sent to Steele's Landing [Lamont] couldn't leave Eastmanville until the following Monday for Grand Rapids and then the following Saturday [12 days after] if it went direct, would reach the place of its destination. Comfort suggested that the Postmaster General authorize mail delivery three times a week, both winter and summer, and that each office supplied with an additional mail bag in which to discharge as well as receive the mail.

By 1857 the mail arrived daily by riverboat in the summer time. The arrival time was at noon, but the post office opened at 5 o'clock in the morning.

The first mail carrier was Jean Baptiste Parrisien [Parisien/Parisan], a French Canadian who was born near the head of Lake Superior at a place now known as Torch Lake. He came to this area as a voyageur with a party of traders as early as the later 1820s. They traveled up and down Lake Michigan in a Mackinaw boat. At that time Rix Robinson already had a trading post here. Parrisien came to Grand Haven to live in 1835 with Louis Campau and Richard Godfrey. They brought money from Mackinaw for the Indians. The next year he was appointed the first mail carrier between Grand Haven and Grand Rapids. He blazed a trail on the south side of the river known as the "River Road." He always traveled on foot and carried his own pack and supplies. The round trip took about a week and his return with the mail was always an anticipated event. Parrisien usually took the Grandville Road, running more or less diagonally between northwest and southeast Ottawa County. However, occasionally the mail carrier hiked along River Road, generally running close to the south side of the Grand River, or along another trail following the north side of the river between Mill Point [Spring Lake] and Grand Rapids.

Parrisien then entered the service of Nathan White to carry mail between the Grand Haven Company's headquarters in Grand Haven and their mills at Grandville. Before Parrisien could do this it was necessary to blaze another trail. He started at a little frame building that stood on the corner of Washington and Second Streets, then proceeded in a southeasterly direction to Rosy Mound, roughly along the path of Lakeshore Drive, then through the townships of Grand Haven, Robinson, Allendale, and Georgetown to Jenison. The work of blazing the trail occupied but one week and consisted of slashing two sides of a tree and cutting out the underbrush. This was called the Grandville Road. Sometimes the mail carrier made his trip by way of Mill Point [Spring Lake], although his usual route was over the Grandville Road.

Rev. William Ferry served as the first Grand Haven Postmaster from 1835 until 1853. The mail was collected and distributed at the Ferry Building, near One South Harbor. In 1853 the post office was moved to a building then occupied by H. Tepon, and Ebenezer W. Barnes became Postmaster. In 1872 a new post office was constructed at 100 Washington Street, and in 1906 a Federal Building, including the post office, opened for business at the northwest corner of Washington and Third Streets. The post office was relocated to the southwest corner of Fourth and Washington Streets in 1966.

Lemoyne M. Smith was the first Postmaster of Mill Point at a salary of \$75 per year. He was followed by Hiram A. Reed. During Reed's term in office, a "new postal arrangement" was announced in the paper. The mail for Muskegon was to leave Mill Point daily and the northern mail to Manistee and other points north was to leave from Muskegon rather than Grand Haven.

The name of Mill Point was changed to Spring Lake on March 28, 1867, while Loren O. Perham was Postmaster. In the early years the post office was moved around to suit the convenience of the postmaster. Loren O. Perham had it in the back of his drug store at 222 State [Savidge] Street, and Martin Walsh had it in his store.

Leroy Heath had the post office in the west side of John B. Perham's store. Samuel Falls built the Falls Block on the southeast corner of Jackson and Savidge. He had his store in the corner building and the post office was next door at 122 East Savidge. It continued at that location until it was moved in 1950 to 109 South Jackson. In 1960, it was moved to a new \$45,000 building at 211 West Exchange.

Rural mail delivery began in 1905, although Dr Mary Kitchel in *Spring Lake Centennial* reported that rural service began in Spring Lake on May 16, 1903. Door-to-door mail delivery began in 1908. Parcel post became part of the post office's services in 1912.

MANUFACTURING INDUSTRIES

Automotive and Aviation

Northwest Ottawa County entered the fast-growing automobile industry in its early years. Even before the advent of motorized vehicles, several wagon-making firms were in the area. Martin Glover and R. Ball, who manufactured carriages at a location on Second Street in Grand Haven, founded the first one in 1867. Another was the Hancock & Stitt Wagon Factory, which George Hancock started in Spring Lake in 1871 and operated for about a year. August

Hubert founded the Grand Haven Wagon Works in 1872. Located in a 40' x 100' brick structure at the corner of Third and Elliott Streets [255 North Third Street], the business employed seven men and produced 60 wagons annually. One of the products was a unique "Collection Wagon," which let the neighborhood know that a bill collector was in the area. In the early 1880s a Mr Hoffmeister was in charge of the woodwork at the wagon company, and Mr Teunis managed the ironwork. Reorganized in 1891, it became the Grand Haven Manufacturing Company, with August Hubert as President and Gustave Hubert as Treasurer. The newer Hubert business, however, evidently no longer manufactured wagons, but instead made folding self-acting swings, universal foot-power machines, and iron monuments, and did some blacksmithing and wagon work. The business apparently closed before 1908 and Hubert died in 1911.

The first motorized vehicle company in the area was the Van Motor Company, which was secured by the Board of Trade and moved to Grand Haven from Chicago in August, 1910, under the ownership of Herman Harbeck, Nat Robbins, George McBride, and J. Edgar Lee. The "Van 22" car was an immediate success throughout the country, but by May, 1912 the firm had failed.

The Panhard Motor Company arrived in 1918 to manufacture trucks, many of which were sent overseas as part of the war effort. The first Panhard was a one-ton motor truck powered by a Gray engine. It had a Fuller three-speed transmission and a Torbenson, internal gear drive axle. Frame and cab were built by Panhard itself. An unusual feature, in those days, was pneumatic tires, standard equipment on the front wheels. Due to difficulties with French patents, the company agreed on August 13, 1919 to stop using the name Panhard for its trucks, changed the company name to Hamilton Motor Company, and changed the name of their product from Panhard to Apex. It went out of business in 1922.

Later, automobile parts and accessories became part of the local manufacturing scene. Oldberg Manufacturing Company was started by Virgil Oldberg in Detroit in 1909 as one of the first parts manufacturers in America's motor history. Mufflers in those days were heavy shells through which the exhaust gases were retarded and compressed. The early mufflers were practically hand-made and production was proportionate to the small demand of the infant motor industry. In April, 1937 the Oldberg Manufacturing Company, a division of the Michigan Bumper Corp., moved to Grand Haven.

The Oldberg Manufacturing Division of Questor Corp. changed its name to AP Parts, effective January 1, 1974, with headquarters in Toledo, Ohio. Peacetime production was devoted exclusively to automobile mufflers. In April, 1979 AP Parts bought the neighboring Puffer-Hubbard, Inc. building, and on September 17, 1980 AP Parts announced it intended to close the plant the next year.

Later located on West Savidge Street in Spring Lake, the R. A. Miller Company started in 1950 in the basement of the founder's home. Started by Robert and Ruth Miller, the business employed three full-time men, two part-time men, and six part-time women. It made radar equipment, armament equipment, precision assembly, and novelties. It moved to 1525 Marion in 1956. The company was very successful in getting government contracts for radar antennas. In 1976 R. A. Miller Industries moved into a new building at 14500 168th Avenue in the Grand Haven Airpark. At that time they employed 50 people. Five years later the firm had grown to 100 people. Miller antennae could be found at virtually every airport in the world and on almost all U.S. military planes and ships.

Dama Tool & Gauge Company was organized in 1950 at Warren, Michigan and moved to 1634 Marion Street in Grand Haven during November, 1964. As a specialized jobbing shop working with helical forms, cams, and specialized-gear dies, the local firm had customers throughout the United States. Dama Tool & Gauge started as an experimental unit for two other plants, Dale Corporation and Cameo Products. When they were sold in 1952, Dama went out on its own and began producing for outside customers. Later the company worked primarily with research laboratories in the automotive and aircraft industries along with other special applications. Desiring to move out of the large metropolitan area, the management, already familiar with Grand Haven, decided this was the place to locate their business. Their specially equipped plant, with 6,000 sq. ft., provided employment for nine people. Officers were Maybelle Alderman, President-Secretary, and Anthony Calomene, Vice President. An early morning fire in April, 1968 destroyed the plant on Marion. Loss to the building was estimated at \$27,000 and \$92,000 to the contents. The company moved operations to a vacant building at the intersection of Fulton and Ferry Streets [1111 Fulton], and then on October 1, 1974 Dama moved to new facilities at 13690 172nd Street in Grand Haven Township.

Started in August, 1952 at 427 North Griffin Street in Grand Haven, Kent Products didn't really get underway until January, 1953 with six employees occupying 3,750 sq. ft. of floor space in the manufacture of automotive ashtrays, trim parts, accessories, and stampings for the automotive and other industries. During 1953 the company leased additional space in Challenge Machinery Plant #3 at 1401 Fulton and added assemblies and specialized industrial metal painting to their line. Officers were William E. Woodworth, President; J. E. Eckenrode II, Vice President; C. J. Riddering, Secretary; and L. Overeiner, Treasurer. While ashtrays remained a large part of the business, later the company had a greater diversification of automotive parts, including radio speaker grills, seal latches, and automotive hardware items in painted and plated finishes. The company had manufacturing facilities to make complete assemblies as well as stampings. Welding and riveting machines were used in conjunction with other hand operations to make various assemblies.

Shape Corporation, a diversified manufacturing company, produced products for several sectors, including office furniture and automotive accessories. It started production with three employees in May, 1974, a month after its founding. It then was located in a 14,400 square foot building at 701 West Second Street in Ferrysburg, behind the Verplank Trucking Co. The original owners were Robert Currier I, Ron Kolkema, Midge Verplank, Bill Stevenson, Gary Verplank, and Stuart Pearson. The company's first year's sales totaled \$14,500. The first significant order came from Haworth Corporation in Holland to make metal shelves. Shape convinced the Haworth management that the relatively new rollforming technology would save money without compromising quality. Before long other major companies, such as Herman Miller, and Westinghouse, began using Shape. In 1977 Peter Sturris joined the company as Chief Engineer. When Stevenson and Pearson departed in 1978, Gary Verplank became President and Chief Executive Officer. In July, 1978 the company started construction of a 30,500 square foot building at 1900 Hayes in Grand Haven Township and were able to move in by the end of the year. Within two years another 36,000 square feet were added. In the mid-1980s the company started producing half Chrysler's production needs for swept bumper beams used on the new Chrysler mini-vans, and within a year Shape was meeting all of Chrysler's production demands for that product. In 1985 the Grand Haven Association of Commerce and Industry recognized Shape as the Business of the Year. About the same time yet another 57,000

square feet were added the Hayes complex. The next year the first of several spin-offs occurred, beginning with Finish Corporation. It started painting items for the furniture and automotive industries and became a leader in electrostatic wet spray and autophoretic painting. Within a few months Light Corporation started production in response to a request from Westinghouse for task and ambient lights. The three plants, Shape, Finish, and Light, were each independently operated, but "still family." In 1987 Sturrus took over as Shape's President.

In 1990 the company won the Chrysler award for Quality Excellence. Two years later Shape purchased a building across the street at 1835 Hayes, recently vacated by Ardyne, and expanded it to 180,000 square feet. In 1993 another company, Track Corporation, was founded to produce six- and eight-way seat adjusters to accommodate the new technology for integrated restraint seat belts. Track was housed at 1900 Industrial Drive in Grand Haven Township. In 1996 Light Corporation moved into a new plant on the southeast corner of Comstock and 172nd Avenue. The same year Shape acquired BR Metal Products in Spring Lake, an automotive stamping firm, and an interest in Pliant Plastics in Norton Shores, a plastic injection molding company. Biosolutions was founded in 1997 to produce biodegradable coolants, cutting fluids, and cleaning products. Also in 1997 Shape began construction of another new plant, this one at 14600 172nd Avenue, which upon completion housed the DaimlerChrysler and International businesses. This site had 350,000 square feet of manufacturing space. In January, 1998 the company separated into "Business Units," including Diversified Products for the office furniture industry and DaimlerChrysler, GM, and International for automotive products. The automotive business expanded to overseas markets, including Asia and Europe. The corporation planned to build a manufacturing plant in Germany in 2002. In 2000, a new subsidiary, named NetShape, was founded to produce energy absorbers to be mounted on the steel bumper beams that Shape produced. NetShape used large machines to mold Xenoy [Registered trademark] resin, obtained from GM Plastics, into custom designs. The Shape family of companies in 2000 employed 1,400 associates. Officers that year were Gary Verplank, Chairman and Chief Executive Officer; Midge Verplank, Treasurer; Peter Sturrus, Vice Chairman; Tom De Voursney, President; Budd Brink, Vice President of Finance; Bob Currier II, Vice President of Operations; and Doug Peterson, Vice President of Human Resources.

Another early aeronautical-related industry was located at 14261 172nd Avenue in Grand Haven. Partners Charles Anderson and William Tuggle started Atco in 1962 to manufacture molding and special hoses for the aircraft industry. In 1964 the company developed a new dryer hose for appliances and marine hoses. In 1968 the company added first extrusion lines for plastic coated wiring used in hose. It started with two employees and by September, 1967 it employed 40. In 1978 Atco split into two companies, including Atcoflex, Inc. In October, 1979 Atco closed its Grand Haven plant because the product it made was replaced by a new process. Plant manager William Van Dop said the plant at 1605 Marion closed October 19, 1979 and 10 employees were laid off. Atco produced a duct tape process used for Atco's five other assembly plants in other parts of the country.

Camshaft Specialties, later Weyburn-Bartel, started business in March, 1968, at the site of Johnston Gravel rebuilding equipment. It moved to its present location at the southwest corner of Lake Michigan Drive [M-45] and U.S. 31 in November, 1968, and began production in March, 1969. It was a producer of high performance cams.

The history of Weyburn involved a number of acquisitions. The company began as Weyburn Engineering Ltd., formed in 1913 and located in Elstead, Surrey, England. In 1975 and 1976, Weyburn management acquired a number of small independent camshaft manufacturing plants to satisfy customer demand, including: Hortsman Camshafts, Ltd., an acquisition that provided needed capacity in the United Kingdom market for diesel camshafts; Creefield Blackstock, Ltd., another U.K. acquisition that provided expansion into a new product line, specifically gears and shafts for powertrain applications to the U. K. automotive industry; Camshafts Specialties, Inc. an American acquisition that provided a foothold in the fast growing North American market for O.E.M. and after-market camshafts [including the plant in Grand Haven]; Ewald Bartel & Co. a German acquisition that provided further capacity and market potential related to heavy camshafts for commercial, industrial, and marine engine applications on the European continent. Carborundum acquired Weyburn in 1977, and Kennecott acquired Carborundum in 1978. Worldwide, Weyburn-Bartel had 346,000 sq. ft. of manufacturing space and employed over 1,000 people. In more recent years Mogul acquired the company.

Basket Making

The European Colonists brought with them many of the basket-making skills that were passed down through the ages. However, they also learned “tricks of the trade” from the American Indians, who had similar skills. Most old baskets were made of long, flat strips of oak, ash, and hickory, trees that flourished locally, although willow, reed, rattan, straw, vines, pine needles, and cornhusks also were used. For many years the splints were laboriously produced by soaking logs, splitting the wood, and then shaving the pieces to the desired thickness. The splints then were woven into a basket. By 1880 the invention of splint-cutting machines and wire staples led to the commercial manufacture of baskets. The machine-made splints were wider and more uniform than the handmade ones, and of course took much less time to make. Most commercial baskets made locally were for the shipment of fruits and vegetables. Basket factories in both Grand Haven and Spring Lake prospered for years when this was a fruit growing center. Large quantities of fruit were shipped by boat to Chicago, and grapes were freighted to Milwaukee for wine. The widespread use of corrugated cardboard cartons helped end the basket industry.

The Spring Lake Basket Factory was in business by October, 1889, with David M. Cline owning a one-third interest. He also ran the business. The building, located on the shore of Spring Lake at the north end of Alden Street, burned down on June 28, 1898, and the business was discontinued. The Grand Haven Basket Factory, begun in 1897, was located along the entire south side of Madison Street between Sixth and Seventh Streets, and included the buildings of the former Ruby Match Company, which had just been bought by Diamond. The Basket Company also owned land on Ver Berkmoes [Verberkamos] Island, approximately where Grand Isle Marina later was situated. Officers were James D. Edward, President and General Manager; John Lysaght, Vice President, and John M. Cook, Secretary-Treasurer. The average annual output was 150,000 berry crates, 1,500,000 peach baskets, 200,000 celery crates, and 360,000 baskets for smoked fish. The company went out of business in 1925 and the last piece of property was sold in 1928 to Paul Steketee & Sons of Muskegon by the trustees of the Higman Package Company. Higman continued the business in Grand Haven, with J. H. Stewart as president. Higman had been in business since at least 1921.

Brick Making

The banks of Spring Lake revealed large amounts of high-quality clay. The Chapman Company, owned by D. and J. Chapman, started manufacturing brick in 1859. The company’s location on Spring Lake is uncertain, nor is it known how long the company remained in business.

Weston, Dudley & Soule, begun in 1861, was another manufacturer of clay bricks. The business, located on the south side of Cornelius Bayou on Spring Lake and later the site of Joseph Safford’s farm, was purchased by Hial Grey [Gray] in 1874. Because the supply of clay was exhausted at that location, Grey moved the equipment and machinery of the Grey Brick Company to Stahl’s Bayou, about three miles north of Ferrysburg on the west shore of Spring Lake. Spring Lake resident Martin Walsh also had a financial interest in the business for part of the time. During 1888 the business was successively sold to Patterson & Dillingham, who that same year sold it to Dr. J. O. Bates of Muskegon and Charles Begin [Began] of Spring Lake, before Fred J. Bertschy acquired it in September, 1889, although Begin retained a financial interest in the business even then.

The Grand River Brick Company was located on Crockery Creek, about one-half mile from the Grand River. It appears to have been in business only for a short time, from November 1871 to October the next year, but its bricks had wide distribution throughout the area. The owners sold it in 1888 to Patterson & Dillingham.

Clothing and Accessories

Peter Van Lopik was born in Grand Haven in May, 1861. At the age of 20 he started a general store with his father, Gerrit, and brother, Anthony, and called it Van Lopik & Sons. It was located in the building that later housed Hostetter’s News Agency on the northwest corner of Washington and Second Streets. In 1885 the store was moved to 206 Washington Street and ten years later across the street to 209 Washington. Gerrit, who was born in 1822, retired about 1890, and Peter and Anthony operated the store as G. Van Lopik & Company. When Arie Van Tol and Gerrit Ekkens, Gerrit Van Lopik’s son-in-law, took over the grocery business, the Van Lopiks turned to other enterprises. Peter established a second family business, the G. P. Van Lopik Company, to make naval blouses, raincoats and uniforms for the Coast Guard.

Van Lopik traveled to all parts of the country and became acquainted with the best-known marine men in the country. He was the first man to go into

commercial manufacture of surfmen's supplies and brought this city into prominence by the excellence of his product. Van Lopik later added a ladies' middy department to his thriving business. When that garment was particularly popular he supplied some of the largest retail outlets in the country, and some of his best customers were students at Akeley Hall. The 5,800 sq. ft. factory, located on an upper floor of the "New" Cutler House on the southwest corner of Washington and Third Streets, later was operated by Peter P. Van Lopik, who took over the business when his father was appointed Postmaster in 1915.

The younger Peter Van Lopik also owned and operated the Central Clothing Store in downtown Grand Haven. In 1944 the Grand Haven Novelty Company purchased the assets of the Van Lopik Company, then located in the 600 block of Fulton Street, for the production of non-clothing items. Anthony died in 1902, five years before his father, and Peter passed away in 1923. The surviving Van Lopik, Peter P., continued the manufacturing business and the Central Clothing Store in downtown Grand Haven after his father's death.

A branch factory for Amazon Knitting Works was secured by the new Grand Haven Chamber of Commerce and located near the corner of Monroe and North Sixth Streets [616 North Sixth]. The branch was not successful and the operation left the area in 1927 to become part of the Amazon plant in Muskegon. In 1927 Ottawa County bought the property to house its Road Maintenance Division. Sixty years or so later, the County moved the Division to Lakeshore Drive, near Rosy Mound School.

The Homel Shirt Company of Ludington was brought to Grand Haven by the Chamber of Commerce and in 1924 began construction of a new factory at 702 Sixth Street on land given to the City of Grand Haven by the defunct Board of Trade. The building was completed and operations begun early in 1925. After operating about a year the company moved to Chicago.

The building at 702 Sixth was bought by Sam Garvin in 1926 when Homel closed. Garvin rented it for two years to Kinsey Manufacturing, which vacated in 1928. The next year the Kiddie Kover Company moved to the site from Detroit, where the business was started in 1918 by Abraham J. Colman and Arthur T. Colten, and purchased the building. The company normally employed 25 people, of whom the majority was women. The major products of the local firm consisted of wearing apparel for children, such as crawlers, overalls, coveralls, pedal

pushers, and shorts in all sizes and types and women's shorts. Kiddie Kover went out of business on April 17, 1953. The company announced it had sold its factory building to the B & B Engineering Company and the ASP Manufacturing Company in Spring Lake. A. J. Colman, President of Kiddie Kover Mfg. Company passed away on August 18, 1952. His partner had died in 1937.

The manufacture of gloves became an important part of the local clothing manufacturing industry, beginning with the Burnham Glove Company. Founded by Sanford Burnham in September, 1902, the company erected a building on the northeast corner of Fulton and Hopkins Streets [1401 Fulton]. At that time the factory covered 25,000 sq. ft. Burnham went out of business in 1906.

In May, 1905 Charles Wiltshire, President of the Grand Haven Glove Company/Wiltshire Glove Company, along with his son George founded an independent firm. Located in a wooden building on the west side of Second Street near the former Armory, the firm employed about 40 persons. In 1907 the newly formed Peerless Glove took over the Wiltshire Glove Company. The officers and owners were Samuel B. Ardis, President, and Mark Ardis, Vice President. Other officers were Andrew Thompson, Treasurer, and Perry H. Benjamin, Secretary. The 1908 *City Directory* listed Samuel Ardis and Mark Ardis as owners of Peerless, and no mention was made of Wiltshire or the Grand Haven Glove Company. Samuel Ardis was Mark's uncle. In 1911 the Security Glove Company of Chicago combined with Peerless, and Arthur W. Elliott arrived as Plant Superintendent. Two years later Barton Elliott came here from Chicago and bought out Perry Benjamin's share. Shortly afterward, the entire business was taken over by brothers Arthur W. Elliott and Barton Elliott, along with a few other local people. In 1922 the company erected a three-story building on the corner of Seventh and Elliott Streets. The Pioneer Rubber Company of Ohio purchased the firm in 1945 and Ernest Davis Ginter took over the management. In 1949 Ginter purchased all outstanding capital stock. In 1952 the firm was sold again to Pioneer Rubber, who then closed the plant.

The Mauer Glove Company, founded by Charles Mauer in December, 1907 with 20 employees, made all-leather work gloves. The plant was located at Fulton and Third Streets. In 1914 the company moved to a new building, constructed by the Village of Spring Lake on West Savidge. Mauer sold out to Carroll Daniels who ran the business for a while and

then closed it in 1917 to start the Daniels Stationery Company in Muskegon.

On August 7, 1968 the *Grand Haven Tribune* noted that the Dearborn Glove Manufacturing Company planned to open a Grand Haven division at 16 Franklin, with an initial employment of 15, to manufacture gloves, sleeves, aprons, and other industrial lines. On March 18, 1970 the company announced plans to close at the end of the month.

Electrical and Electronic Products

Sam and George Garvin opened a plant in Grand Haven in 1925 as a branch of the Chicago operation and began actual production in 1926. A 1930 atlas showed Garvin owned also some acreage on the South Channel near the north end of Sixth Street, just west of the Dake Engine Company, probably the property Garvin sold to Kiddie Kover in 1929. When the Garvin business started it employed about six people and had a floor space of 10,000 sq. ft. at its location at 402 South Harbor, in a building Garvin had bought from Chicago File & Rasp Company. The firm manufactured electrical outlet boxes and covers, along with other products for the electrical trade. The original officer was Sam Garvin, owner and manager. By 1966 the company was under the leadership of the third generation of Garvins, with George Garvin II as President, Julius Prelesnik, Manager, and Bette Garvin, Secretary and Treasurer. On January 12, 1977 the *Grand Haven Tribune* reported that Garvin's plant, one of the oldest factory buildings in Grand Haven, was completely destroyed when fire raced through the one-story structure. Estimated damage was \$250,000, although much of the \$100,000 inventory was salvaged. In recent years the company was located at 722 Taylor Street.

Assem-Tech, a manufacturer of wire harnesses, cable assembly, printed circuit board assemblies, began production in 1935. It was located most recently at 1809 Industrial Park Drive in Grand Haven, with Stephan D. Wilson as President and Gordon Ritter Vice-President.

Formed by Adrian Devos in January, 1945 and located on an upper floor of the building at 234 Washington Street, Electrical Assemblies, Inc., started production in 1946 with 1,000 sq. ft. of floor space and six employees. As the business grew it was finally necessary to expand the manufacturing facilities, and in January, 1949 the company moved to a new building at 411 North Griffin Street. The company produced cord sets, electrical assemblies, harnesses, and transformers. On August 10, 1956 Electrical Assemblies purchased Haven Harness,

started in 1953 by John Huisman upstairs in the same building where Devos had begun his business. Haven Harness, which later moved into part of the building occupied by Grand Haven Transformers on Hayes Road, employed four persons producing wiring harnesses for home appliances, cable assemblies, and cord sets. In December, 1982 Electrical Assemblies moved operations to Zeeland.

Begun in 1948 by 40-year old Kenneth C. Retzlaff, Maynard Heyboer I, and O. C. Retzlaff, Grand Transformer grew out of a division of Electrical Assemblies. The new company started with six employees and experienced considerable growth over the years. It manufactured inductive components, frequently used in computers, scientific instruments, and factory automation. Kenneth Retzlaff's son Jerry became Chief Executive Officer, and another son, Greg, was President. In 1954 the owners purchased and moved to a building in the Industrial Park at the southeast corner of Marion and Beechtree Streets [1500 Marion]. On August 8, 1987 the *Grand Haven Tribune* reported that a three alarm fire, which apparently began in a malfunctioning furnace, swept through a portion of Grand Haven Transformers causing an estimated \$60,000 in damage. By 1998 the company had 150 employees.

Grand Ra-Tronics started in 1955 to manufacture transformers to be used in testing equipment in laboratories and schools, in communications, signal devices, and in many commercial and industrial products. It was located at 17360 Hayes Street in Grand Haven Township. On October 30, 1957 the *Muskegon Chronicle* reported that the unexpected closing of the Grand Ra-Tronics plant in 1957 was caused by labor troubles. It employed 35 persons at that time.

Farm Equipment

In 1873 Justin B. Wait of Wisconsin purchased Cornelius De Vlieger's planing mill in Grand Haven, established some years earlier. The Wait Manufacturing Company was incorporated with Wait as President, Thomas Stewart White, Secretary-Treasurer, and John M. Lockie [Lock], Works Superintendent. Levi Scofield [Schofield] was also an employee, and his inventions were of great help to the business: corn planter improvements, a check rower, and a refrigerator. The first year the company manufactured 30,000 hand rakes and 25 corn planters. Wait left the company in 1879, and the business was continued under the leadership of L. C. Chamberlain. The company reorganized in 1881 with Edwin G. Bell, President, George Stickney, Secretary and

Treasurer; John M. Lockie, foreman; James McCourt, turner; James H. Gibbs, blacksmith; and Joseph W. Adams, wheel works. The company spent \$100,000 on new buildings. It employed 60 men with a monthly payroll of \$1200 to \$1500 and was recognized as one of the outstanding industries of its time. Its annual production was 1200 two-horse cultivators, 500 one-horse drills, 500 drill attachments for two-horse cultivators, 800,000 rafting pine, and 90,000 hand rakes. Wait Manufacturing was the forerunner of the Challenge Corn Planter and Refrigerator Company, which bought the older company in 1883. The plant was located on North Seventh Street [Beacon Boulevard] near the Grand River. Original officers were Willard C. Sheldon, President, George Stickney, Secretary-Treasurer, Levi Scofield, Superintendent, and Dwight Cutler, Dwight Cutler II, and William Savidge, Directors. It occupied 20 acres of ground between the northeast corner of Seventh [Beacon] and Jackson Streets and the Grand River. There were at least ten separate buildings by 1912. Twenty years of perfecting, improving, manufacturing, and selling corn planting machines had brought the company in contact with most of the dealers in agricultural implements throughout the corn growing districts of the United States. Normally the company employed 350 men, but it had capacity for as many as 500 men. It manufactured refrigerators, corn planters, check rowers, and corn drills. The original Challenge Company ceased manufacturing operations on July 1, 1929 and was finally dissolved late in 1930, to be superseded by Challenge Stamping & Porcelain.

Started in 1873 by Mr Chaffee and George L. Stearns on the southeast corner of Seventh and Elliott Streets [Lot 7, Block 7, Munroe and Harris Addition], the Chaffee, Stearns Company manufactured windmill equipment. George Stearns purchased Mr Chaffee's interest in the company, and he then was joined by his brother, Lawton B., who moved to Grand Haven in 1879 from Iowa. The new company, Stearns Manufacturing Company, manufactured windmills, pumps, cylinders, windmill derricks, and tanks and employed 30 to 50 men. The two-story frame building was located on the southeast corner of Seventh and Elliott Streets in Grand Haven [Block 8, Lot 6, Munroe & Harris Addition]. Like many such businesses, barrels of water were placed on the roof spine in case of fire. An 1882 picture of the plant carried the caption "Grand Haven Plaining Mills, Stearn Bros. Propts Manufacturers of Sash, doors, blinds and dressed lumber." In 1879 the company won a medal from the American Institute in New York, and other

prizes at St. Petersburg, Russia, Boulogne, France, and Havana, Cuba for product development and other innovations.

E-Z Way Sprayer moved to Spring Lake from Detroit in 1922 to produce hand sprayers for farm and garden purposes. Located on West Savidge Street, it lasted only three years and moved to make way for the Sterling Manufacturing Company of Chicago.

Originally located at 724 Taylor Street in Grand Haven with John Harvey, President, Harvey Machine started in 1961 to distribute and manufacture equipment to handle blueberry and apple picking chores. The blueberry picker could pick one ton of berries in an hour. In 1967 the company developed an asparagus-harvesting machine. The same year the company built a new assembly plant on Van Wagoner Road, near U.S. 31. In 1969 a Milwaukee firm bought Harvey Machine. Four years later the plant was phased out to change operations from a manufacturing plant to a Western Michigan service center.

Food Products

Thomas D. Dennison, Aloys Bilz, and Warner Vos formed the Alden Fruit Preserving Company in 1872 for the purpose of drying and shipping the fruit that grew nearby in abundance. The plant was located on Spring Lake at the foot of Alden Street, a spot later occupied by the Spring Lake Basket Company. The fruit company went out of business around 1880.

The George Hancock firm of wholesale florists and gardeners began business in Grand Haven in 1879. By 1897 the company had grown to 40 acres and 14 large greenhouses, and took in most of the land bounded by Washington, Ninth, Fulton, and Ferry Streets. The company was known for its celery, and at one time grew 50,000 large and 250,000 small carnations. Canned tomatoes also were an important part of the Hancock business, under the labels "Hancock," "Valley City," and "Harbor." Lillie stated that Hancock was the first one to raise celery in the Grand Haven area. Hancock's son James married Belle Franks, a sister of James Franks, who eventually took over the business, followed by his son, Ernest.

In 1904 the Glaser Crandell Company erected a 64' by 124' building in Spring Lake Village as a pickle factory. Water was to be pumped approximately 1,000 feet from Spring Lake to make brine for the vats, which had a capacity of 20,000 bushels. With its main office in Chicago, the pickle station in Spring Lake cured about 60,000 barrels of pickles a

year. The company owned 600 acres in Nunica, Fruitport, and Robinson Townships and other farms in the area. The company left the area in 1972 or 1973.

Foundries and Brass Works

The American Brass Novelty Company was organized in 1895 in a three-story frame building on the west side of Second Street between Washington and Franklin, where the Forrest Brothers Grist Mill had been located, just north of the Armory. The firm produced pneumatic time stamps, furniture casters, sheet and cast brass, sheet steel, tin and wire goods, and small novelty goods, such as Adams' patent portable car window dust deflector, Queen alarm tea kettle, Acme cross-cut saw handle, Adams' patent Christmas tree and campaign candle holder, "No Burn" bread toaster, Royal tree guard, and window shelf brackets. Original officers were Samuel Ardis, President; Rev. James A. Kennedy, Vice President; Andrew Thompson, Treasurer; Charles Adams, Secretary; and James Hallas, Superintendent. Rev. Kennedy was Pastor of the Presbyterian Church in Grand Haven from 1892 to 1902. In 1902 the Board of Trade offered a bonus settlement to keep the plant in Grand Haven. The owners reorganized and constructed a new building at 500 Harbor Drive [Block 9, Lots 1, 2, and 3 of Campau's Addition], next to American Mirror and Glass Beveling Company, for the production of refrigerator locks, brass bed trimmings, and automotive locks and hinges. It merged with Kuhnle-Winslow Mfg. Company in 1931 and began the manufacture of plumbers' brass goods.

As products changed, the old novelty lines were dropped and in March, 1950 the name Michigan Brass Company was adopted. By 1965 Michigan Brass was one of the largest producers of basket sink strainers in the country, plus faucets, traps, strainers, and various other items used by the plumbing trade. The company also specialized in bent tubing for other manufacturers and performed production job plating. On August 1, 1959, Michigan Brass became a subsidiary of Applied Arts Corp. of Grand Rapids, which later became A. G. M. Industries, Inc. In February, 1969 A.G.M. Industries announced plans to cease its operations in Grand Haven. The company President, John Pimm, who had taken over operations two years earlier, pointed out that the local plant no longer could operate in its present form and the phase out would be part of a general revision of operations. Fifty persons were employed at Michigan Brass, and some had been on the payroll there for their entire lives.

Started by William Zoerner in a barn at 507 Monroe near Sixth Street, Zoerner Brass Foundry was taken over on February 20, 1919 by Alvin E. Jacobson I and Paul Johnson I. On December 23, 1919 the plant burned down for a total loss. A site at 230 North Hopkins Street was immediately purchased from the Eagle Ottawa Leather Company and construction began January 1, 1920. The company employed six persons with an original floor space of 2,000 sq. ft. making toilet seat hinges, plumbers' brass goods, automobile brass parts, brass, and aluminum castings.

On April 5, 1927 Jacobson and Johnson bought out two metal working plants, Grand Haven Stamped Products and one in New Jersey. In 1965 the company, with its modern foundry and machine shop, was considered one of the largest in the brass goods field. Diversification of products was the backbone of the firm. The firm produced a wide variety of plumbing brass goods, castings, and electrical service fittings, along with casting and fitting for water service water softeners and water meters.

In November, 1956 Paul Johnson I died of a heart attack. Johnson was President of Grand Haven Stamped Products for 31 years, Treasurer of Dake Corp., and a Director of Rapideast Corp.

Brass Foundry was known for several innovations, including in 1951 the first successful use in the country of carboloy for chasers to cut threads on brass parts; in 1954 the first brass foundry to make cores in dielectric ovens that required driers; in 1958 the first multiductor electric furnace built in operation; and in 1962 the purchase of the first Goss 1-2-3 seven-spindle screw machine.

In June, 1987 Robert G. Lehman was named president. He succeeded Alvin E. Jacobson II, who retired after 39 years of service, including 17 years as President. Jacobson continued as Vice Chairman of JSJ.

Grand Haven Brass closed in April, 2000, following a substantial reduction in orders when Moen Faucet discontinued doing business with the firm.

Furniture for the Home

It seemed natural for furniture making to evolve out of the lumbering industry. Grand Rapids was successful at it, and a few attempts were made locally to manufacture furniture, glass, and mirrors. Grand Haven Furniture Company was one of the first to get into the market. Located at the foot of Sixth Street north of Monroe in a two-story frame building covered with sheet iron, this firm had a

floor space of 50' x 200', employed 60 men, and manufactured bedroom suites of oak and ash. It was organized in 1890 with a capital stock \$50,000. The factory's output was 100 suites per week. The officers of the company were Sherman H. Boyce, President; John D. Duursema, Vice President; Charles Christmas II, Secretary; and Gerrit Vandenbosch, Treasurer. The company claimed in an 1892 ad to manufacture "SUPERIOR LINES OF MEDIUM-PRICED CHAMBER SUITES. ARTISTIC, ELEGANT, CHEAP." The Sterling Furniture Company purchased it in 1895, with Isaac De Kubber and James Tillotson of Grand Rapids and E. Stanton Bliss of Saginaw as principals. The revitalized company employed 70 to 100 men and manufactured a line of medium priced sideboards, fancy cabinets, odd dressers, and buffets. Officers were Isaac De Kubber, President; Abraham De Kubber, Vice President; and E. Stanton Bliss, Secretary and Treasurer. The company manufactured medium priced sideboards, cabinets, dressers, buffets, and other furniture. Isaac De Kubber was for eleven years Superintendent of Widdicomb Furniture Company of Grand Rapids and the other De Kubber was Superintendent of Widdicomb Mantel Company and later the Michigan Valley Furniture Company. Bliss was for several years with his uncle, A. T. Bliss of Saginaw, and later with the Widdicomb Furniture Company. By 1900, just before the company closed, its name appears to have been changed to Bliss Furniture.

An auxiliary furniture enterprise, the American Mirror & Glass Beveling Company, was established in October, 1892 by Rufus K. Stallings, later Mayor of Grand Haven, and incorporated with a capital of \$50,000. The plant was constructed near the intersection of Howard Street and Harbor Drive [Block 10 of Campau's Addition]. Stallings had been Secretary of the American Mirror Co. in Louisville, Kentucky. With Stallings as President of the Grand Haven plant and James W. Orr as Secretary, it became one of the largest businesses of its kind in the U.S. It claimed to carry the "Best Imported Silvering Quality Plate Glass." In 1896 [1897] the plant was destroyed by a terrible tornado and closed down in 1899. [The 1912 Plat Map continued to show the company at its original spot, however.] The diesel plant of the Grand Haven Board of Light and Power was built on the site in the 1930s.

Also called the Atlas Glass Factory and Atlas Works of Amsterdam [New York], the local firm was formed in 1897 as the Plate Glass Company and Atlas Works of Amsterdam. It employed a considerable number of local workers for a time. As

a glass finishing plant it produced clear plates and mirrors for both French and German markets. The local customs office received \$100,000 annually from this company alone. It was located at 616 North Sixth Street, near U.S. 31, in the buildings later taken over by Amazon Knitting Works. The company also had warehouses on Harbor Avenue at the foot of Franklin Street, built in 1896. A. M. Mendelsohn [Mendelson], General Manager, worked out of an office in Grand Rapids.

Located on Sixth Street in the brick building formerly occupied by the Grand Haven Basket Factory, the John Rocks Carving Company started in 1933 with 22,000 sq. ft. of floor space and 20 employees in the manufacture of chair frames and woodcarvings.

Wood Corporation purchased the Heap building at 1401 Fulton Street from National Plywood, Inc., who had earlier in the year bought it from American Seat & Tank Corp. National Plywood made radio cabinets and card tables and at times employed as many as 200 people. It was a branch of Oxford Varnish Company and in 1940 deeded the building to that company. However, it doesn't appear that Oxford Varnish started business until 1943.

Evans Products purchased the former Heap building from Oxford Varnish in June, 1946. It started with 45 employees and employed as many as 125 in the manufacture of molded plywood radio cabinets and furniture. The company ceased operations in February, 1949 and the following month sold the equipment and manufacturing rights to the Herman Miller Furniture Company of Zeeland. The building was sold in September, 1950 to Harjer-Michigan, Ltd.

Organized in June, 1951 by Norwood Hubbell, Henry Parker, William Vivian, and John Wierenga, Fleetwood Furniture Company specialized in the manufacture of juvenile "Swing-Line" furniture. The facilities of the Grand Haven Harbor Industries, with which it was affiliated, were used in the manufacture of this "pint-size" furniture.

Furniture and Fixtures for Commercial Use

Holland, Zeeland, and Grand Rapids became the worldwide center for office furniture, featuring such names as Herman Miller, Haworth, Trendway, and many others. Locally, there was some success along the same line, beginning early in the 1900s.

For instance, in 1910 Fountain Specialty Company was induced to move here from Indiana by the Grand Haven Board of Trade. Started in Chicago by C. W. Cushman as a small concern, John Nash, also

of Chicago, became interested in the company and in 1918 merged it with Bastian Blessing of Chicago. The merger made the resulting 75,000 sq. ft. plant the world's largest producer of soda fountains and food service equipment. Purchasers included stores in Grand Haven, such as Ray's Drive in, Russ's, Steiner's Drug Store [later Buffalo Bob's] and Pfaff's Pharmacy.

The Bastian Blessing Company was started as the result of an unusual illness. While on a hunting trip in Wisconsin, Charles L. Bastian's sight suddenly failed him as he was walking across a field. Within a short time he was totally blind. Because of this handicap, his employer terminated his services. Bastian was not a man to have idle time on his hands, and almost immediately he made plans to start his own business, persuading a co-worker, Lewis C. Blessing, and several other young associates to join him. Blessing was an expert in sales and finance, and he ran the company until his retirement in 1961. Together in 1908 the two men formed the Bastian Blessing Company, and from the very start they were highly successful. The first products manufactured by the company were carbonators, high-pressure gas regulators, and soda fountains. Bastian obtained some 54 patents on inventions for his company after losing his sight. The factory was located on land bought for commercial development by the Grand Haven Board of Trade on the southwest corner of Hopkins and Madison Streets [301 North Hopkins, also known as 1353 Madison].

Rossway Manufacturing was established in Spring Lake in April, 1930 in the 5,000 sq. ft. building of the Spring Lake Basket Factory on Spring Lake at the foot of Alden Street. Although short lived, Rossway manufactured store fixtures, special furniture, wooden cases for barbers, crates, and even trailers for autos. Managed by O. C. Ross, it went out of business in 1935.

Another company was Harbor Industries, which manufactured merchandise displays, store equipment, showroom displays, and contract wood products. In 1940 the *Maine*, the largest oil tanker ever to come into the port of Grand Haven to that date, arrived with 8,000 barrels of gasoline for the Texas Company [Texaco] tanks, which were maintained by Harbor Industries. The company started in a warehouse on Harbor Avenue, with offices on the site of the first building erected in Grand Haven by Rix Robinson. The *Grand Haven Daily Tribune* reported on August 22, 1949 that Harbor's current products were far removed from the business of the original company. C. R.

Robinson, H. Wierenga, William L. Stribley, and R. Robinson first organized the company in 1938 as an industrial real estate development project. Later, in 1944, it was converted to a manufacturing industry under the direction of R. Wierenga, A. Miller, Fred C. Kuhnle, and William L. Stribley. Products manufactured at that time consisted mainly of packing boxes, furniture, and furniture parts. When Henry T. Parker moved to Grand Haven in 1946, he bought the business, and he also purchased from Nyle Eggert the Ferry depot and buildings on Harbor. With Norwood Hubbel of Zeeland, Parker began the manufacture of "point of purchase" advertising equipment.

In April, 1961 a fire at the company was extinguished by the sprinkling system. A defective time switch was blamed for setting a drying machine afire. The same year the name was changed from Grand Haven Harbor Industries to Harbor Industries, Inc. A year later a 6,800-ton lake freighter rammed into the south end of the Harbor Industries' dock, causing damage estimated at more than \$10,000. It happened about 1:10 a.m. when the *John A. Kling*, inbound to Construction Aggregates, somehow got off course as she rounded the curve in the channel. In 1963 Harbor Industries purchased the former Arrow Products Plant in Grand Haven Township, and in 1967 it purchased the former Challenge Machinery #1 Building downtown at the corner of First and Washington Streets [19 North First Street]. In 1969 Harbor Industries announced plans for expanding the Grand Haven Township plant and in 1972 moved the entire manufacturing operations from its downtown plants to 14170 172nd Avenue in Grand Haven Township.

Owned by Nyle Eggert, who moved his Muskegon operation to Grand Haven in June, 1944, the National Products Company purchased the former Hatton Leather building at 743 Park and manufactured display racks and store fixtures. In 1946 the name was changed to Precision Metal Company, specializing in sheet metal items, steel stampings, and screw machine products. It employed 58 people. On October 9, 1962 a \$15,000 fire hit the plant at 725 Taylor, gutting the paint department. The *Grand Haven Tribune* on January 3, 1966 reported that Nyle A. Eggert, the owner, Dick Eggert, Nyle's son, and the son's fiancée, 'Jeri' Petretti, died in a plane crash. They were coming back to Grand Haven after spending the holidays at Fort Lauderdale and had planned to arrive on Sunday by mid-afternoon at the Grand Haven Airport. The company started out manufacturing all-steel display racks for automotive, electrical and food displays. Many nationally known firms,

including Goodyear Rubber, General Electric, Wooster Brush, American Greeting Cards, Sherwin-Williams, and Glidden Company used its store fixtures and merchandising displays. In addition to the main plant located at 725 Taylor Street in Grand Haven, purchased from the Wolverine Pressed Steel Company, the firm owned the Caf-o-Lite division on Savidge Street in Spring Lake where it produced the paneling and tops used in the counter units. When National Products moved to the Taylor Street address in 1949, the company employed 25 people in its 14,000-sq. ft. manufacturing area. Additions to its facilities included 10,400 sq. ft. to be used for painting and storage. By 1966 the plant had 34,660 sq. ft. of floor space for the 75 employees.

Maynard Manting opened the doors of his business in 1946 at 119 South Fourth Street in Grand Haven. The company manufactured store display fixtures and supplies for West Michigan restaurants. When the founder died in 1956 his sons, Peter G. and Maynard Manting II, continued operations. In 1981 Manting Equipment moved to 849 Park Street.

Another manufacturer of items for the commercial sector was Meridian, Inc. When it was incorporated on March 6, 1970 Meridian employed seven people. The new corporation planned to occupy the former Harbor Industries facilities at 1 Harbor Avenue in Grand Haven. Announcing formation of the corporation were Robert Bennett, Chairman, and Reno Offringa, President, along with Robert Fuller, President of Star Industries, Inc. Meridian acquired all of the Star Industries proprietary product lines, which included Starline Metal office furniture and Class-Master school equipment. Also Meridian acquired Arneleo, Inc. of Spring Lake. In 1974 Meridian announced it was moving to Norton Shores and a new 40,000 square foot facility costing approximately \$500,000. It would employ 50 persons. By 1988 Meridian Inc., housed at 18558 171st Avenue in Spring Lake Township Industrial Park, consisted of 257,000 square feet of manufacturing space and 8,000 square feet of office space at its metal fabrication plant. A 7,000 square foot office addition was later completed. Plant B, the research building, consisted of 7,000 square feet of plant and 1,500 sq. ft. of office space. The company manufactured 350 different end products, but they were all a form of metal case goods, including lateral and vertical files, desks, and storage cases. Herman Miller, Inc., of Zeeland, acquired Meridian in 1990. In 1997 Meridian employed more than 830 people.

Leather Tanning

Sheldon's Tannery is given credit for being the first manufacturing business to open in Grand Haven. It started producing tanned hides in 1838, less than four years after the first permanent white settlers had landed at Rix Robinson's warehouse on the Grand River. That early start makes tanning contemporaneous with the lumbering industry. However, construction of the stern-wheeler *Owashtenaw* by the Robinson, White, & Williams Company in the same year makes a case for shipbuilding being the first manufacturing business in the area.

Horace Sheldon was the founder of the tannery. He built a plant on Lot 174 in Grand Haven, and constructed his residence across the street on Lot 171. Clark B. Albee, who came to Grand Haven from Chicago in 1836 and had an active interest in civic affairs, took over Sheldon's Tannery in 1854 and named it Albee's Tannery. One hundred men were employed, but it was not a financial success, and soon ceased to exist. In 1862 Albee and Giles T. Woodbury, his partner and a tanner, were listed as operating the business and the neighborhood was largely filled with piles of bark. Woodbury had extensive land holdings in Allendale Township, shown in the 1864 *Map of the Counties of Ottawa and Muskegon*.

The following year Albee sold his commission business, separate from the tannery, to Albert Stegeman. The 1864 atlas of Ottawa and Muskegon Counties shows a tannery on the west side of Second Street between Fulton and Columbus [Lots 133, 134, 165, 166, 167, and 168]. Whether it was located here or further north on Second Street, as Lillie claims [Lot 174 for the tannery and Lot 171 for Sheldon's residence], the tannery burned in 1865. The vats were reroofed and the boarding house converted into a currier shop for dressing and coloring leather after it was tanned. About this time Albee was making preparations to move his tannery to the "Beech Tree," where in 1868 he erected new buildings, which later became the site of the Eagle Ottawa Leather Company.

The disastrous Holland fire in 1871 destroyed the Metz Leather Company and the owners brought their stock to Grand Haven to be finished. Albee and Woodbury continued to operate the Grand Haven tannery until 1870 or 1871. They devoted themselves to the manufacture of sole leather. Archival pictures show the Albee Tannery still operating in 1881. Since Woodbury died in 1867 and Albee died in 1874 it is not known who supervised operation of the tannery during the next

few years. As closely as can be determined the tannery ceased operation in 1884.

That year, 1884, the Metz Leather Company of Holland bought Grand Haven Leather from the mortgagee, R. W. Duncan, and used it in the manufacture of sole leather. The next year A. J. Nyland bought out the Metz Company, and with others organized the Grand Haven Leather Company with a capital stock of \$100,000, including \$25,000 invested in buildings and the balance in equipment and working capital. The first year they employed about twenty hands and the value of their output that year was between \$35,000 and \$40,000. When the building burned to the ground in 1886 the owners were forced to take their stock on hand to Fremont to be rolled. The factory soon was rebuilt on Beechtree Street and the business incorporated in 1887 with A. J. Nyland, President, Dirk Vyn, Vice President, George Stickney, Treasurer, and John Vaupell, Secretary. It employed 40 men manufacturing harness, skirting, line, strap, and collar leather. It had a monthly payroll of about \$1,800. They expanded their line to include tanning calfskin and to making harness leather, upper shoe leather, skirting or saddle leather, and similar fine grained products. They specialized in making red, orange, and russet skirting for saddles. By 1892 they were employing 50 men, but the monthly payroll of \$1,800 was unchanged. The annual business was \$125,000. They could handle 400 hides per week. Two thousand cords of tan bark were required annually.

The success of the business was due largely to the skill, experience, and wise management of Nyland, who had learned the trade in 1848. Before coming to Grand Haven he had been in charge of the tannery of the Hermann Zohrlaut Leather Company in Milwaukee for seven years, and then had run the Cappon & Bertsch tanneries in Holland for fourteen years. The products of the Grand Haven Leather Company were sold all over the south and west, including Chicago, St. Louis, Nashville, Memphis, Cincinnati, Quincy, Illinois, Louisville, Paducah, Ft. Smith, Arkansas, and Boston. George Hutchinson was the company's chief salesman. In 1892 the plant covered five acres and included a hide house, tan yard, lime house, warehouse, and currying shop. It was located on land notable for its large beech tree and for once being an Indian burial ground. It was near the summer home of Rix Robinson's wife's Indian parents. In 1898 the firm absorbed the neighboring Richter's Tannery, which had started in 1889. Nyland's firm went bankrupt in 1901 and was taken over by the Eagle Ottawa Leather Company.

Started in Chicago in 1865 as the Eagle Tanning Works with a capital stock of \$100,000, this company in 1901, with the financial assistance of the Grand Haven Board of Trade, purchased the physical assets of the Grand Haven Leather Company and also the Eagle Tanning plant in Whitehall. During 1910 A. J. Nyland resigned from the tannery and William Hatton, at that time General Manager, began the production of upholstery leather. Also in 1910 the name of the firm was changed to the Ottawa Leather Company. In 1916 the two companies in Grand Haven and Whitehall were combined under the name of Eagle Ottawa Leather Company. A cutsole plant was started in the Van Motor building. This building was sold in 1919 to the Grand Haven Brass Foundry following a disastrous fire, which destroyed their original site. In 1926 the company bought the Hayes Body Company plant on Fulton Street for use as a cutsole division. This building later was sold to the Camfield Toaster Company, and the Whitehall plant was sold in 1943 to the General Shoe Company.

In 1942 Hatton Leather, a local company started by Julian B. Hatton I and Edmund K. Ellis, bought out the ownership of the Eagle Ottawa Leather Company and combined operations under the Eagle Ottawa Leather Company name. Thus the company was under the management of the same family for three generations: William Hatton, Julian Hatton I and Julian Hatton II. Julian Hatton I died on August 5, 1952. Julian I, like his father William, was a power in the American Leather Industry, a major Grand Haven industrialist and employer, and a force in the community. Top officials from Eagle Ottawa Leather Company and Blanchard Bros. & Lane, Inc. of New Jersey announced in April, 1959 that the two firms had merged. No change was planned in the current operations at the local plant.

In 1961 Albert Trostel & Sons of Milwaukee, Wisconsin acquired Eagle Ottawa, and in 1969 Anders Segerdahl became President of the firm. Eagle Ottawa had become a worldwide leader in the manufacture of quality leather upholstery and the largest producer of automotive leather in the United States. In 1961 the facility had over 330,000 square feet of manufacturing and support space on 17 acres. Over a ten-year period, Eagle Ottawa had invested more than \$20 million in building improvements and equipment. The Grand Haven facility performed complete leather processing, from bovine hides through finished leather. In a five-year period, production increased 75 percent. Eagle-Ottawa also operated Eagle Tanning Company in Waterloo, Iowa, and Pierpoint & Bryant, Ltd., in Warrington, England. These plants processed hides through only

the first two stages of production. The hides were then shipped to Grand Haven to complete the processing. Eagle-Ottawa shipped finished leather hides for cutting into automotive car seats to Mastercraft Leather Manufacturing Company. Mastercraft, located in Rochester Hills, Michigan, was near the plants of Eagle Ottawa's main domestic customers. With up to 800 employees, Eagle Ottawa was Grand Haven's largest employer, and one of the largest in West Michigan.

Machine, Iron, and Steel Works

In 1855 the Ottawa Iron Works Company was started by Colonel William M. Ferry, Thomas Ferry, and Andrew Thompson in Ferrysburg and built by the firm of Ferry & Chandler at the approximate site of the north abutment for the U.S. 31 bridge, employed 150 men. W. F. Parish [Parrish] was Manager. Henry Bloecker, who later had his own shop, worked for the firm from his arrival in 1867 until 1878. Christian Gallmeyer, who became a partner with Bloecker, also was an employee of Ottawa Iron Works until 1878, and William F. Dake worked there as well from 1872 to 1880, when he, too, joined Bloecker. Alexander Rogers of the Rogers Iron Works in Muskegon was foreman from 1856 to 1857. Ottawa Iron Works had a machine shop and foundry manufacturing steam pumps, stationary and marine high and low pressure engines, propeller wheels, mill gearing and general foundry work, including iron and brass castings. In 1880 the plant burned down and was completely rebuilt on land then known as Ferry Gardens. In 1883 it collapsed financially and was abandoned. Four years later the new buildings were purchased by Johnston Boiler.

Started in 1867 by F. Spence and Archibald Brown as the Iron Works on the northwest corner of First and Elliott Streets [Lot 85], this iron was taken over in 1871 by James Lewis, Otto Gronberg, and John Bryce and the facility enlarged. About 1878 Henry Bloecker left the Ottawa Iron Works in Ferrysburg and bought out Gronberg's interest. The old buildings, by this part of the Grand Haven Iron Works, burned on May 1, 1881, and a partnership of John Bryce, Henry Bloecker, and Christian Gallmeyer erected new buildings. Another fire in February, 1882, once again caused extensive damage to the buildings. At one time the firm was referred to as John Bryce & Company Foundry. Normally it employed 40 men and had a good reputation along the Great Lakes as a builder of marine engines and pattern guides for circular saws. The buildings included a machine shop 100' x 34', a molding shop 48' x 34', and a blacksmith shop 24' x

30.' Thomas A. Parish was an employee of the Grand Haven Iron Works, and William F. Dake, a draftsman and pattern-maker at the Ottawa Iron Works, joined Grand Haven Iron works in 1880 and stayed until the Dake Engine Company was organized in 1887. A picture of the buildings in the 1892 *Historical and Business Compendium of Ottawa County* showed the name Grand Haven Iron Works above the door, but the advertisement was for Henry Bloecker & Company.

In May, 1881 John Bryce, Henry Bloecker, and Christian Gallmeyer formed a partnership and rebuilt the Grand Haven Iron Works, which had burned down that year. The name of the new company was Bryce, Bloecker & Gallmeyer. Bloecker, a native of Germany, had been an employee of the Ottawa Iron Works until 1878. The new works, built on the same site, included a machine shop 100' x 34', a molding shop 48' x 34', and a blacksmith shop 24' ft x 30.' The company manufactured marine engines and pattern guides for circular saws, and employed about 40 men. One or more of these buildings burned down in February, 1882. In 1894 the business was known as H. Bloecker Marine Engine Works. At that time the company manufactured marine engines and also had a general saw mill and a steamboat and did wood turning and repairs. The 1912 *Standard Atlas of Ottawa County*, showed the company still functioning at the same site.

In 1859 Thomas Turnbull started a boiler shop in Ferrysburg, where the west end of the M-104 bridge later was located on the Grand River. The business failed and was abandoned in 1862.

John Watt Johnston, a direct descendant of James Watt, founded the Johnston Boiler Works in 1864 when he took over the Turnbull's business. In 1880 Johnston retired, and his son, James B., joined another son, Thomas, in managing the business. In 1887 the company purchased the more recently constructed buildings of the Ottawa Iron Works, owned by members of the Ferry family, which had failed four years earlier. Known in those days as "Ferry Gardens," the area set had been aside by Rev. Ferry for flowers, shrubs, and fruit trees. The address today is known as 300 Pine Street.

Johnston made boilers for ships constructed at the H. C. Pearson Shipyard, also in Ferrysburg, and Ottawa Iron Works supplied the engines. In 1898 the Johnston Brothers produced the first all-steel tug, the *C. J. Bos*, and on May 25, 1907 the company launched the passenger steamer *Mackinac*, also made of steel. Fire destroyed this building in 1917, and Johnston Brothers rebuilt on the same site. In

the early days the firm employed about 20 men. Begun for the purpose of building sawmill boilers and marine boilers, Johnston Bros. products changed with the times. The business was continued by sons T. and J. B. Johnston in the manufacture and repair of locomotives and stationary and marine boilers. In 1896 the company's annual output exceeded \$100,000. In 1950 office space was added to the facility to allow for growth in the boiler industry.

The story of Johnston Bros. was one of a basic product being adapted to ever-changing factors in the nation's economy, from sawmill boilers to marine boilers and contractors equipment. Later, heating boilers and packaged units, either oil or gas fired, followed to meet the changing times. The company later made equipment used for offshore drilling purposes. Johnston boilers were used in the construction of the Panama Canal in 1907, in the building of the Mackinac Bridge, and in the production of pile-driving power for oil drilling platforms. Johnston Bros. later was managed by third, fourth, and fifth generations of the Johnston family. In recent years, Johnston Boilers was bought by Stone International, Limited, of England.

Also referred to as the Fruitport Iron Company, the Spring Lake Iron Company was incorporated in 1879 with a capital stock of \$200,000. Located at the head of Spring Lake near the village of Fruitport, just north of the Muskegon County Line, it employed 400 men during the busy season. The company produced Lake Superior charcoal and pig iron. The officers were Samuel Marshall, President; Col. E. H. Broadhead, Vice President; Irving M. Bean, Secretary-Treasurer; and Major H. S. Pickhands, General Manager. In 1896 Irving M. Bean became President; C. F. Ilsley, Vice President; Samuel Marshall, Treasurer; and Joseph C. Ford, Secretary and General Manager. The company's capacity then was about 80 tons per day, with an annual capacity of 29,000 tons. The plant consisted of a 55-foot dock on Spring Lake, a power plant, blacksmith shop, a company store, boarding house, and company-owned houses rented to the employees. Ford had been superintendent of the Michigan Central Iron Company until 1879, when he joined Spring Lake Iron. It went out of business in 1912.

On February 1, 1903 ground at 1433 Fulton Street was broken for another manufacturing business brought in by the Board of Trade. Some months earlier J. Edgar Lee and another officer of a Chicago-based company made a visit to West Michigan hoping to relocate their plant. The year-old Story & Clark building was one of the first

sights to greet them as they disembarked from the boat, and they liked what they saw. After journeying to Muskegon to consider a possible site there, they returned to Grand Haven for the trip back to Chicago, spent the night at the Cutler House, and there were met by members of the Board of Trade who chatted awhile and then took them to a factory site on the northwest corner of Fulton and Beechtree. After some correspondence and negotiations, the men agreed to move their firm to Grand Haven from Chicago, where it had been in operation since 1870 under the name of Shneidewend & Lee and then reorganized as the Challenge Machinery Company in 1893. Challenge was recognized as one of the world's largest manufacturers of printing machinery and accessories, as well as the leading producer of precision surface equipment for the machine industry. Original officers of the reorganized firm were James L. Lee, his son J. Edgar Lee, his son-in-law Charles R. Shupe, and Fred Scholes.

In Grand Haven the company started with about 30 employees in the manufacture of machinery and equipment for the printing industry, and by 1907 it also had a grey iron foundry. Production included such items as paper drilling machines, proof presses, paper cutting machines, and the cylinder press. J. Wesley Lee [1892-1966], the founder's grandson, became head of the Challenge Machinery Company that had long been in his family and developed into international prominence. The Lees and their philanthropies greatly benefited the Tri-Cities area and gave life-long employment to hundreds in this area. In 1970 the Challenge Machinery celebrated its 100th anniversary. James Gould, a descendant of the company's founding family, was named President in April, 1987, after the family regained control of the company. He resigned from his position as Chief Executive in 1993. Larry Ritsema, Vice President of the company, took over as CEO.

Established in January, 1887, the Dake Engine Company began production on the northwest corner of Seventh and Monroe Streets in 1887. The original officers were Thomas Cairnes, President; H. P. Wyman Vice President; and James P. Armstead, Secretary and Treasurer. In addition to the officers, Directors were Charles Wyman, Dwight Cutler II, H. B. Peck, and William F. Dake, and the officers named above. The establishment of this company was effected with a capital stock of \$100,000. The principal line of manufacture consisted of engines of a special style and covered by a number of patents, termed the Dake double reciprocating square piston engine. The makers claimed that they were the most compact engines manufactured, being in a form that

enabled them to be applied to any machinery at small cost. They were durable and repairs cost little. They were self-contained, and in applying the engine directly to machinery all that was required was to adapt the engine shaft to such machinery by coupling or directly through the machine it was attached to and bolted down. In all, eight sizes of the Dake engine were made, adapted to all sorts of machinery. Numerous testimonials from all parts of the country attested to the practical value of these engines, but a most convincing argument in their favor was the fact that the company's business increased at the rate of 25% annually. In 1893 the Dake steam engine won a medal at the World's Columbian Exposition in Chicago.

The plant of the Dake Engine Company covered about an acre, and four buildings were used in the various departments of manufacture, the largest being a brick structure 40' x 70'. The company in those early years did about \$50,000 annually, employed 20, and disbursed \$500 monthly in wages. In 1905 a change of personnel was caused by the death of George R. Wyman, whose faithful service and perseverance had brought the company to a high level of recognition. Dake merged with Archie Campbell's foundry. Before the merger the plants had operated in connection with one another, but at the same time they were entirely independent concerns. Thomas Johnston I became President, Archie Campbell, Vice President, Jay F. Johnston, Treasurer, and James P. Armstead, Secretary and General Manager of the new concern; Armstead and Wyman were members of the old company. The company was engaged primarily in the manufacture of the famous Dake double reciprocating square piston engine. The steam steering gears, windlasses, hoisting engines, and other machines were invented by founder William F. Dake and were known to engineers throughout the country. The company was bought by Paul Johnson I, Bernath P. Sherwood I, and Alvin Jacobson I, in 1940, and their sons, Paul Johnson II and Chuck Jacobson, took over the management a year later. The name of the company was changed to the Dake Corporation in 1955. When U.S. 31 was improved it moved to a new ten acre site on the south side of Robbins Road [741 Robbins,] near the C. & O. railroad tracks, at a cost of \$500,000. On December 6, 1979 Donn De Young was named President and General Manager of Dake Corp. effective December 17, by action of the company Board of Directors. De Young succeeded Paul A. Johnson, who recently had been elected Vice Chairman of the Board of JSJ Corp. De Young retired from that position in 1986. He was followed by Frank Leach, who retired in 1990.

The origin of Keller Tools dated to 1893 when Julius Keller, then head of the Philadelphia Pneumatic Tool Company, built a pneumatic chipping hammer. This development was soon followed by the introduction of a riveting hammer. Both of these tools were built in very limited quantities until the demand for them indicated that pneumatic tools would play an important part in American industry. Recognizing this, Keller in 1912 moved the company from Philadelphia to Fond Du Lac, Wisconsin. In the summer of 1916, William Connelly, then Secretary of the Grand Haven Board of Trade, overheard a telephone conversation in Chicago about a firm in Wisconsin needing a new plant, but also needing capital. This was the Keller Pneumatic Tool Company in Fond Du Lac. Returning home he located four men willing to risk the necessary capital and purchase 49% of the stock. The investors were William Loutit I, Nathaniel Robbins, Bernath P. Sherwood I, and William Hatton. The contract ripened in the fall of 1916 and the Board gave Keller \$5,000 and five acres on Fulton Street [1333 Fulton]. Coming here as the Keller Pneumatic Tool Company in 1917, the name was changed in 1921 to William H. Keller, Inc. and in 1944 to the Keller Tool Co., until its merger with Gardner-Denver in 1954. The Gardner-Denver Company had its beginning in 1859 when R. W. Gardner founded the Gardner-Governor Company in Quincy, Illinois. The early activities of this small business were confined to the manufacture of fly ball governors for steam engines. The production of steam pumps begun in 1890. In 1905, The Denver Rock Manufacturing Company was established in Denver, Colorado. The early success of this company was built around an air-fed stopper drill. In the years that followed, other types of rock drills and mining equipment were added to the line. Because the products were of the two companies were complementary, the firms merged in 1927, becoming the Gardner-Denver Company.

In 1975 the Gardner-Denver Company, headquartered in Dallas, Texas made public completion of an agreement to acquire Demco, Inc., a leading manufacturer of valves for the petroleum industry. The same year the company entered into an agreement to acquire the assets of Dotco Inc., a manufacturer of industrial finishing tools, whose headquarters and plant were in Hicksville, Ohio.

On January 22, 1979 Gardner-Denver Company announced it would merge with Cooper Industries of Houston, Texas. Then, on December 16, 1981, Cooper Industries, Inc. confirmed plans to relocate the Grand Haven operations of its Cooper Air Tools Division to a 155,000 sq. ft. manufacturing facility

in Lexington County, South Carolina, 10 miles southwest of Columbia, and its wire wrap machine, assembly, and engineering operations to Nashua, New Hampshire before the end of the next year. Management said that the Grand Haven plant was an extremely old, high-cost operation, and reduced volume left it uneconomical to operate, and that 400 of the 550 employees would lose their jobs. The company closed on October 26, 1982 and gave the Grand Haven Economic Development Corporation its vacant industrial and office building at 1333 Fulton, property with an estimated market value of more than \$1.2 million.

Baltzar Bolling started the Bolling Manufacturing Company in 1924 in a frame building on Water Street [Harbor Drive], where Pine-Tique Furniture Company later was located [201 South Harbor]. Paul A. Johnson I, Bernath P. Sherwood I, Emil Gaul, Alvin E. Jacobson I, and Abram [Abraham] T. Kieft took over the company in 1927 and renamed it Grand Haven Stamped Products. In 1928 the company moved into a new building at 1305 Madison Street. The products consisted of refrigerator and piano hardware stampings, but when the Challenge Refrigerator Company went out of business and with the slowing down of activity at the Piano Company.

During the depression, new types of products and markets had to be developed. During the depression the energies and resources of the people at the Stamped Products were directed towards metal stamping for the automotive and railroad parts. In 1943 the local concern started working on its tractor program and a pilot model was made for testing purposes. Because of scarcity of materials during the war only a few tractors were made which were sold in this and immediate areas until late in 1945. Although it had started out as a manufacturer of a cultivator-tractor, the need and demand for additional equipment resulted in the company producing accessories adaptable to plowing, planting, mowing, snow plowing, and multiple row cultivation in onions, carrots, and small row crop. On July 12, 1967, the *Grand Haven Tribune* reported that the company was doubling its plant size by construction of a new building on 20 acres at 1250 Beechtree, just south of the Marion Street industrial park. The estimated cost of the factory was more than \$600,000, and the company would employ over 100 persons. Later, additional plants were opened in Spring Lake and Hart, with total employment of over 530 in 1997.

According to a news item in the *Grand Haven Daily Tribune* of October, 19, 1929 Articles of

Incorporation had been filed with the county clerk authorizing the Challenge Stamping and Porcelain Company to do business with a capital stock of \$50,000. The Corporation management team included Adrian Ringelberg, President; Carl Kleist, Vice President; Eugene Orr Harbeck, Secretary-Treasurer; and Anton Fosheim and Harvey Bulthouse as board members. Ringelberg and Harbeck had been officers of the Challenge Refrigerator Company. Kleist, Fosheim, and Bulthouse had earlier come from Leonard Refrigerator in Grand Rapids, bringing their respective skills in welding, sheet metal fabrication, and porcelain enameling to work for Challenge Refrigerator. These five men saw the need for porcelain enameling of sheet metal items and appliances. Within a few years 100 people were employed, and after World War II fabrication and enameling of signs, bathtubs, sinks, and architectural panels were added to the product line. On Nov. 7, 1950 fire raged for seven hours under the floor of the Challenge Porcelain plant. In 1949 Ringelberg became Chairman of the Board, while his son Harold took over as President of the firm. Jack K. Keating was Vice President at that time, and Corneila Boomgaard was Secretary. Anton Fosheim's son, Ivan, became Plant Superintendent.

In the late 1950s White Products in Middleville was assured by Challenge that the inside of their hot water tanks could be coated successfully with porcelain or "glass lined." This operation was tried, with minimum success, on existing equipment in Grand Haven. A joint venture to construct a building and install state-of-the-art equipment to produce glass-lined hot water tanks, bath tubs, and sinks on the White Products site was initiated. The new product was called "Vitroglass." Harold Ringelberg's brother Glen, who started with the Grand Haven plant, was manager of the Vitroglass operation. When White Products was sold, the bath tub and sink production was shifted to the local plant, requiring an additional 10,000 sq. ft. of manufacturing space.

With facilities for metal stampings, custom fabricating, and porcelain enameling, Challenge Stamping & Porcelain offered a wide variety of services to its customers. Their varied experience and equipment made it possible to manufacture almost any item with a porcelain finish. Around May 12, 1962 the Puffer-Hubbard firm located at 741 Jackson in Grand Haven was sold to Challenge Stamping & Porcelain. All of the stock had been purchased by the local firm, but the business continued to operate under the name Puffer-Hubbard. The Grand Haven plant was sold to

Chicago investors on March 4, 1976. At that time the Challenge Stamping & Porcelain Company at 850 Jackson was the largest industrial business ever established locally by a native of Grand Haven. The new owners were three brothers: John, Robert, and Alan Doede of Chicago.

The sale of the Puffer-Hubbard facilities at 850 Jackson to AP Parts was closed Wednesday, April 19, 1979, which meant Puffer-Hubbard would have more money to operate. Challenge Stamping and Porcelain continued to operate under Chapter XI of the Bankruptcy Act. The property was purchased for \$400,000 and AP Parts planned to use the facilities to expand, although plans were not finalized.

The Anderson-Bolling Manufacturing Company was formed February 22, 1935 by Baltzar Bolling and Eric Anderson and leased a wing of the building owned and used by Challenge Stamping & Porcelain Company. The company produced steel stampings and assemblies. About one month later Anderson-Bolling moved into part of the Great Lakes Cooperage plant, later the site of Oldberg Manufacturing. When Oldberg took over the building in 1937, Anderson-Bolling was faced with a new location problem. Challenge Stamping and Porcelain Company purchased a section of the old Challenge Refrigerator plant and offered this to Anderson-Bolling so the company could remain in this area. At this time six men were employed manufacturing stove guards.

In 1941, the firm moved into its new building at 701 East Savidge in Spring Lake with 16,000 sq. ft. of floor space. Ten years after World War II new facilities were added to the building, along with new equipment, so products included rubber mat inserts, stove guards, weather strips, accelerator pedals, and TV cabinets. In 1965 Anderson-Bolling purchased Barler, Inc. of Goshen, Indiana. They were designers and prime manufacturers of store fixtures and equipment. In November, 1981 the *Grand Haven Tribune* announced that Anderson-Bolling had moved its Indiana operations to Spring Lake. In 1969 the company purchased the Denham Manufacturing Company of Big Rapids, makers of zinc die-castings for the automotive and appliance industries. In 1973 the company employed 300 men. In August, 1958 Anderson-Bolling developed a "New Wheel" that let each tire roll independently and offered double the normal tire life. In 1966 the company installed computer equipment to be connected to its plant in Goshen, Indiana.

Piston Pin & Mfg. Company moved to Grand Haven from Detroit in 1927 and in June the next year

changed its name to Ottawa Steel Products. The firm moved into a newly-constructed building at 745 Woodlawn. Original officers included Mr and Mrs H. H. Nygren and Victor Palm. At that time the firm manufactured piston pins and cylindrical shafts. In 1954 it was reported that Ottawa Steel Products Inc. had earned a reputation as specialists in the manufacture of hardened and precision ground screw machine products. This reputation had been built on quality products, skilled workmanship, and service to customers. The local firm, with its modernized plant of 26,250 square feet of floor space and modern equipment for 80 employees, helped solve the production problems of leading concerns all over the country. Parts were manufactured locally for use in hydraulics, heavy earth moving equipment, diesel engines, pumps, dispensing equipment, and armature shafts for the electrical industry. Among the items produced were spline shafts, valve plungers, pump shafts, Lanova type energy cells, control valves, rotor shafts, outer races, valve tappet rollers, and piston pins. Many of these parts were furnished to customers making assembled units in Algeria, England, Arabia and India. In April, 1962 the founder's son, H. Leigh Nygren, President of Ottawa Steel, sold his interests in the local firm and retired to Arizona.

Started by Claude Olthoff in January, 1946 North Shore Machine Works began as a job shop for screw machine products and developed into a variety of contract machined parts. Having had twelve years' screw machine experience at Keller Tool, Olthoff decided to take his chances by going into business on his own. Starting out with one hand screw machine in 1947, the local firm continued to add to its equipment until there were five hand and automatic screw machines, a centerless grinder, milling machine, and facilities for drilling and welding services. In June, 1949 Wayne Rossink moved his welding service in with the North Shore Machine Works, enabling the company to offer a more diversified services including portable and productive welding. Products turned out at North Shore Machine Works were used in automatic pin-setting equipment, railroad repair equipment, gas pumps, office equipment, hot water heaters, and some aircraft components. Officers included Claude Olthoff, President, George Verduin, Vice President and Secretary, and William Rescorla, Treasurer. In January, 1961 an addition was completed, increasing the total floor space to 7,000 sq. ft. A fire in October, 1961 destroyed the old buildings on Beach Road in Ferrysburg and much of the new addition. At that time it was decided go ahead with a rebuilding program and improve the old sections to

conform to the addition. More recently the business was located at 595 Second Street in Ferrysburg.

Started in 1947 as a partnership with Homer Benedict and Lester Kammeraad, Grand Haven Screw Products made precision metal turnings. It was located at 421 North Griffin Street in Grand Haven. Screw Products specialized in precision turnings using a variety of materials. In performing contract machining for other local and out-state industries, the company earned the reputation of doing unusual precision turnings. Without the promise of a single order, the partners accepted the challenge and on June 6, 1947 began the construction of a 28' x 40' concrete building by themselves. After obtaining equipment they were ready for business with the first order coming from the Aero Manufacturing and Machining Company of Muskegon Heights. The two men developed an efficient combination, with Benedict bringing the orders in and Kammeraad pushing them out to customer satisfaction. In 1953 the business employed nine men. In September, 1962 Kammeraad died at the age of 53, about nine months after Benedict. Kamenga Manufacturing Company of Grand Rapids, purchased the company.

Fred King started metal Stamping Products in 1952 on Elm Street in Ferrysburg. On May 1, 1956 Henry Freeze left Camfields in Muskegon and formed a partnership with Jerry Maring to purchase the building and equipment on Elm Street. At that time Fred King formed King Tool & Die and moved to Marion Street in Grand Haven. Starting out with five employees in a building having 5,000 sq. ft. of floor space, Freeze and Maring expanded Metal Stamping Products to 19 employees. The company was a service type organization performing fabricating, stamping, welding, machining, and assembly operations for local and out-state industries. As a job shop its products were varied, depending upon customer requirements. In 1978 fire completely gutted a portion of the plant, but the factory was back in business within a few days. Six weeks later a second blaze hit the plant, and arson was suspected.

Arriving in January, 1953 and located in the former Wolverine Table Company building at 803 Taylor Avenue, Automatic Steel Products hired 15 employees to make parts for vertical venetian blinds, spring and steel stampings, flat and coiled springs, wire forms, and roll forming. Officers were Ralph Poe, Foster Poe, and Wancel Milanowski, with Werner Kullack, General Manager. In 1962 the company changed its name to Automatic Spring Products Corp. In 1966 Werner Kullack, Vice

President of Automatic Spring, died after suffering a long illness. Nine years later his replacement, Foster D. Poe died at 77 years of age. Darrell Moreland, one of the early employees of the company, rose to the position of President and later Chairman of the Board. His son Steve later served as President, also.

Mr Ernst founded a manufacturing firm bearing his name on March 1, 1962 in a small building on Marion Street in Grand Haven with 1200 sq. ft. of floor space. It was a one-man operation that did metal stampings, assembly, and industrial painting. Continuing its job shop operations, the firm expanded into the design and manufacture of conveyor systems. About November 1, 1962 Ernst Manufacturing started production of conveyor systems for Nabisco and continued in-job shop work for the next 12 months. In October, 1963 the Ermanco product line of gravity and power conveyors was developed and cataloged. On May 6, 1966 Ernst, located at 830 Woodlawn, changed its name to Ermanco Inc. Ted Hammond took over controlling interest when he bought out Marvin Ernst. Whiting Corporation of Harvey, Illinois finalized the acquisition of Ermanco on May, 1970 with an exchange of 22,000 shares of Whiting Corporation common stock for all outstanding stock of Ermanco. On November 8, 1974 Ermanco, Inc. announced plans to move its facilities to 6860 Grand Haven Road in Norton Shores.

In February, 1966 Coastal Rollform built a 60' x 122' steel structure near Verplank's dock at the west end of Second Street in Ferrysburg, on the banks of the Grand River. The company employed four men and rolled coiled steel, with distribution throughout the Midwest. On August 28, 1969 Maurice F. Krug, President, announced that Technology, Inc. had purchased the company. The assets and business were acquired and the company operated as a division of Technology. The merger significantly expanded Technology's high production metal fabricating capability, Krug said. Technology then operated two divisions which specialized in aerospace, biomedical, information systems, and photographic research and development, as well as four subsidiaries engaged in the production of technical and scientific products with facilities maintained in Ohio, Michigan, Illinois, Texas, and California.

Contour Roll was founded by Timothy Gutowski in 1975 as a maker of roll form tooling and soon became one of the industry leaders in roll form technology, designing and manufacturing various styles of roll forming equipment and pneumatic presses. Contour Roll had 62 employees. Located

at 1700 Air Park Drive, the company developed a new bumper line for the auto industry and introduced a new light duty line.

Matches

The friction match was invented in the 1820s. Again because of the availability of wood and wood by-products, Grand Haven became for a brief time a center for match production. The first was the Grand Haven Match Company, founded in 1887, which made parlor and sulfur matches. Managed by Frederick F. Sommers and employing 75 men, it was absorbed by the "Match Trust" in 1887. The Globe Match Company, organized in 1891 with a capital stock of \$25,000, was essentially a home industry independent of the match trust. Officers were H. W. Boswell, President, Sherman H. Boyce, Vice President, and George D. Turner, Secretary-Treasurer; Byron Parks and John A. Pfaff were Directors. They had the best and most recent matchmaking machinery, some parts of which were inventions of one of the stockholders and the patents on them were the property of the corporation. Pine lumber was used for making parlor, sulfur, and safety matches. They employed 150 to 200 workers, and could turn out 400 cases of matches daily. The plant covered one acre of ground and included six brick buildings at the site of the Grand Haven Basket Factory on Monroe between Sixth and Seventh Streets. In the early 1890s, at least, the company continued to advertise as the Grand Haven Match Company. On December 1, 1896 the Ruby Match Company was organized with a capital of \$25,000 and moved into the building occupied by the Globe Match Company. Officers were Edward H. Reed, President; G. W. A. Smith, Vice President and Manager; and James A. Reed, Secretary and Treasurer. Work was begun on February 1, 1897, with thirty employees. Within a short time this number was increased to 60. By the use of very ingenious machinery these employees were able to turn out 125 cases per day, selling at wholesale for \$1.23 to \$1.35 per case.

The manufactured match was 2.25" long and of two sorts, the original "sulfur match" and the "parlor match." The friction end of each sort was done in ruby, blue, and brown colors. They were fully equal to the best matches in the market, both in strength of the stick and in the certainty of ignition. The pasteboard boxes in which the matches were packed for market were made in the same factory by the use of a very ingenious machine that a boy could work and which turned out these boxes complete and with surprising rapidity.

The timber used for these matches was Michigan white pine, and the chemicals used for "tipping" them came from Chicago and New York. Agnes Koster wrote in 1897, "The increasing product of this young and crescent manufactory finds a ready market in Michigan, Wisconsin, Minnesota, Iowa, Illinois, and Indiana, being able to compete with older match-makers that have long had possession of the market. A company so enterprising as this, that gives employment to so many of our people and that turns out so superior a match deserves well of our citizens and dealers. No other match should be found for sale in Grand Haven, Ottawa County, or in the State of Michigan." The Diamond Match Company bought the Ruby Match Factory in 1897. Diamond Match, apparently, was the major force behind the Match Trust.

Pianos

In the fall of 1900 the Story & Clark Piano Company of Chicago was secured by the Grand Haven Board of Trade as the first large industrial addition to the City of Grand Haven. Construction on the new factory was begun December 5, 1900, production began in 1901, and operations were put into full swing during 1901. The firm manufactured small console and spinet pianos as well as French provincials and grands. The finished plant occupied more than 168,000 square feet. In 1905 a three-story brick structure was built adjacent to the first building on the west side of North First Street between Washington and Columbus Streets. Another building was added in 1923 along North First Street between Columbus and Fulton Streets, and then the buildings in the first and second blocks of North First Street were connected by an enclosed walkway over Columbus Street, which remains visible today. Later additions in 1947, 1950, and 1953 gave Story & Clark a total of 162,036 sq. feet of space. The structures occupied lots 51, 52, and 77 through 88, which was the east half of the blocks bounded by Washington, Harbor, across Columbus to Fulton, and North First Streets.

Founded by Hampton Story in 1857 at Burlington, Vermont, the company moved to Chicago in 1867 in order to improve product distribution, and then in 1900 transferred manufacturing operations to Grand Haven. Story and Clark was a pioneer in many new designs and technical improvements. About the time of the move to Grand Haven, Story was bound for California after he divorced his wife and married his secretary. Before leaving, Hampton offered his piece of the company to sons Fuller and Edward, who immediately accepted. It was not until Hampton was a continent away that the sons found three month's

worth of unpaid bills and just \$9.32 remaining in the firm's bank account. Fuller and Edward quickly overcame such setbacks and set up operations in Grand Haven in 1901. The advantages of having a plant in Grand Haven were obvious: with two steamboat lines to Chicago and one to Milwaukee, and the two trunk lines, the Grand Trunk and the Pere Marquette, transportation of products and materials was much more convenient than other locations.

What seemed like "everybody and his brother" rushed to fill the hundreds of jobs created in the Grand Haven area by the new factory. Almost everyone in town who didn't work for Story & Clark was related to someone who did. Many boys quit school in the seventh or eighth grade to work in the factory, which paid them 14 to 18 cents an hour for their labors.

The fine craftsmanship of the Story & Clark factory became legendary. They hand-tooled their own parts. They used only real ivory keys. And, to keep the instruments' glossy surfaces from becoming damaged, they held the finished pianos for more than three months before shipping to allow the varnish to set. Ironically this quality manufacturing led to decreased business, in a roundabout way. During World War II, the government required many piano factories to produce wooden glider parts. Story and Clark made spare caps and landing skids of a quality that far exceeded that of the parts made by other piano manufacturers. This meant that when most factories had resumed normal operations after the Allied victory in Europe, Story & Clark was still refused "declassification" for civilian production; their services were simply too valuable to discontinue. They quickly made up for lost time after V-J Day, stepping up production and adding 7,000 square feet of floor space in 1950. In 1961 the factory left the control of the Story family, but was active under various owners until the company closed its doors in 1984. By this time, however, the instruments were no longer handcrafted but were instead produced by assembly line.

Western Piano Supply Company started operations in July, 1903 with John F. Corl, President and George A. Farr II, Secretary-Treasurer. It was located on North Sixth Street in a building occupied in 1910 by the Van Motor Company, after Western Piano went out of business.

Another piano business was started April 13, 1942 by Gordon Laughead at 122 Washington Street. Laughead's company manufactured spinet pianos and aeronautic toys. It started with two employees. In 1969 75-year old Laughead, founder and president of the company, which was then located at

the corner of Elliott and Seventh Streets, was fatally stricken with a heart attack. In 1971 Northside Music Co. of Lafayette, Indiana bought the business and moved it out of Grand Haven.

Plastic Products

Founded in March, 1946 by Miller Sherwood for the manufacture of custom-molded thermoplastic products, Michigan Plastics Products was first located in the former Ford garage on Franklin Street. The company built a new plant on Robbins Road in 1951. In 1946 the company specialized in custom molding of thermoplastic materials, such as styrene, Lucite, and Plexiglas. Some of the first items produced were cream separators, curtain shade pulls, and picture frames. Soon the company branched into the refrigerator and automotive fields, producing such parts as escutcheons, handles, and knobs. In 1973 the company built a new plant at 1500 Beechtree Street on a 20-acre site. The plant itself consisted of a Star steel building 450' by 290' with a manufacturing area of 130,500 square feet. Michigan Plastic Products, Inc. operated as a Division of the JSJ Corporation, was formed by combining with four other locally-based companies: Grand Haven Brass Foundry, Grand Haven Stamped Products, Dake Corp. and Carlon Meter Company. In 1997 Michigan Plastics had yearly sales of nearly \$20 million. The former Robbins Road plant was later occupied by Carlon Meter Company, and it also housed the JSJ administrative offices.

Formed December, 1951 Grand Haven Plastics started operations in part of the former Dake Corp. building at 633 Monroe and then moved to a new modern plant at 1540 Marion Street. The company did compression molding of reinforced plastics products. Officers were Al E. Jacobson II, President, Milford Morse, Vice President, and General Manager, and Dave Jacobson, Secretary-Treasurer.

Ship Building

Having a major Lake Michigan port and surrounded by timber, it was natural for Grand Haven, Ferrysburg, and Spring Lake to become a shipbuilding center. During the last half of the 19th century local ship builders included the Duncan Robertson Shipyard, Kirby Shipyard and Mechanics Dry Dock, H. C. Pearson Shipyard, Ferry & Son Shipyard, the Spring Lake Clinker Boat Company, and others. Johnston Brothers, in Ferrysburg, was best known for its boilers, and the Dake Engine Company of Grand Haven became famous for its marine engines and other products.

The first ship of record manufactured in this area was the *Owashtanong*, launched in 1838 by the Robinson, White, & Williams Company. The flat-bottomed stern-wheeler operated at a loss, and earned the nickname *Poor House* because of its inadequate construction and scanty revenues. Thomas W. White was her captain, and she carried furs, supplies, and other freight between Grand Haven and Grand Rapids. Demetrius Turner was engineer. When the company's mill burned, the boat went up in smoke, too. Robinson, White, & Williams sometimes was referred to as the Grand Haven Company, and was easily confused with the other Grand Haven Company, founded in 1834 by Rev. William Ferry, Robert Stuart, and Nathan White.

Ferry & Sons Shipyard in Ferrysburg manufactured several vessels: *Olive Branch*, launched in 1854 and wrecked later the same year, and *Olive Branch II*, launched in 1855 and taken out of service in 1858. Both were sternwheelers. The propeller-driven boat *Ottawa* also was manufactured at Ferry & Sons in 1856.

The first shipbuilding company with an extended life was Pearson's Shipyard, started in 1866 by Harrison C. Pearson. Pearson had a similar business in Ogdensburg, New York, which he sold before coming to Ferrysburg. The shipyard employed up to 100 ship carpenters at times. Located just north of Johnston's factory in Ferrysburg, the company built schooners and tugs, using engines produced by Ottawa Iron Works and boilers by Johnston Boiler Works. Pearson invented a solar attachment to the surveyor's transit and improvements to the propeller wheel, along with many other creations. The first ship he built, for William M. Ferry and Captain Heber Squier, was the tug *Hunter Savidge*, launched in 1866. Pearson's company was out of business by 1872. When the Spring Lake Clinker Boat Company was organized in 1887, it took over Pearson's patents. Eventually Klaus Katt of Spring Lake started building pleasure boats made of steel on the site of Pearson's shipyard, but not until 1913.

Established in 1867 by Thomas W. Kirby, John W. Calister, and John Neil, Mechanic's Dry Dock & Shipyard was located on the north bank of Harbor Island in the Grand River, and included floating docks. In 1881 the company spent \$200,000 for repairs and expansion. The 230-foot steam barge *H. C. Akeley* was built at Mechanic's in 1881 at a cost of \$110,000. This vessel was lost in a storm off Saugatuck. By 1886 the company was out of business, but the 1892 *History and Business Compendium* noted that Captain Thomas Kirby had

been directing the Michigan Barge Company for 13 years.

Another ship building enterprise was the Robertson & Company Shipyard, later called the Grand Haven Ship Building Company. Also started in the fall of 1867, the firm was owned by Scotsmen Duncan Robertson, Paul McColl, Peter Sinclair, and Captain John Budge. Located on a triangular spot of four acres on the south bank of Grand River near the north end of Second Street, the business employed 35 to 70 men. In 1872 the company launched *City of Grand Haven*, a three-masted schooner built for Kirby Furlong and Company. This schooner, at some point reduced to a fore and an aft mast, sailed until 1923. By the time *City of Grand Haven* was abandoned in Manitowoc, Wisconsin in 1925, one of the masts had been removed. *City of Grand Rapids*, a propeller driven vessel, and *H. C. Hall*, also propeller driven, were built by Robertson's, as was the *Ionia*, owned and operated by Captain William Loutit. The two-masted schooner *Hunter Savidge* was built for the Cutler, Savidge Lumber Company at the Robertson shipyard and launched on August 21, 1879. The vessel sank in Lake Huron twenty years later [see Shipwrecks]. In 1881 the owners made repairs and improvements to their yard at a cost of \$47,500. In the 1892 *Historical and Business Compendium* the company name appears as the Grand Haven Ship Building Company, with Duncan Robertson, Manager, and John Budge, Secretary. Its specialty was building, rebuilding, and repairing "Tugs, Fishing Boats, Yachts and Launches." The steamer *Pentland*, built for William H. Loutit, was launched on November 11, 1893. Thomas McCambridge of Grand Haven was its first captain. The vessel was 200 feet long, 35 feet at the beam, and 14 feet deep. It was named for a firth with that name in Scotland. The engine was manufactured by Frontier Iron Works of Detroit, and Johnston Brothers of Ferrysburg fashioned the boiler. The ship's main function was to carry iron ore from Duluth, Minnesota to the Spring Lake Iron Works in Fruitport, but it also carried lumber, wheat, and coal. [*Tribune* article "The Pentland," April 6, 1894.]

Formed in 1887 by Dr. Cyril P. Brown, President, C. Alton Pearson, Vice President and Superintendent, Herman F. Harbeck, Secretary, and F. C. Bury, Secretary-Treasurer, the Spring Lake Clinker Boat Manufacturing Company sold boats all over the world and was protected by Harrison C. Pearson's patents. By 1895, William Barrett was listed as Vice President and Manager, replacing Pearson, and the next year Dana Brown was Secretary-Treasurer, while he, Cyril P. Brown [the doctor's son], Barrett,

and Harbeck were Directors. Clinker boats earned worldwide fame. "Clinker-built" meant that the external boards overlapped each other, much like clapboard on a house. The company went out of business in 1901 and reorganized for ship storage as the Barrett Boat Work. The original building stood on the north side of the Grand Trunk Railroad Tracks, between Park and Main Streets in Spring Lake, but later moved 801 Liberty Street and then to 821 Savidge.

When Barrett died in 1917, his son and daughter, Robert and Ruby Barrett carried on the business, until their mother died in 1943, when they became full owners. A later owner was local dentist, Dr. Jack Jordan. Pier 33 bought out Barrett Boat Works in 1997 and a new building erected on the old site at 821 West Savidge in Spring Lake.

In 1898 Caleb Verduin, a commercial fisherman out of Grand Haven had the first all-steel tug, *C. J. Bos*, built at Johnston Brothers Shipyard in Ferrysburg. The tug was named for Cornelius J. Bos, William Verduin's father-in-law and Grand Haven businessman, who helped finance the boat. Three years later the Verduin family had the 72-foot fishing tug *H. J. Dornbos* built, also at Johnston Brothers. This one was named for Henry J. Dornbos, a principal figure in the Grand Haven fishing business with that name. This seaworthy vessel was used by the Life Saving Service on occasion for rescue missions. As late as 2008 the tug, renamed *Urger*, became the flagship of the New York State Canal System. On May 25, 1907 the company launched the passenger steamer *Mackinac*, also made of steel. The company manufactured its last vessel about 1926.

Owned by William Tuer and Emmet Wightman, the Grand Haven Boat Company operated from approximately 115 South Harbor [Lot 4]. Its exact starting date isn't confirmed, but it was around 1907. Their business ad in the 1908 *City Directory* said they were "Manufacturers of Boats and Launches and dealers in Boat and Engine Supplies, Stationary, Boat Repairing and Boat Storage."

Officers of the Spring Lake Boat Company were J. M. Spencer, President; J. Gurnee, Vice President; and M. L. Hughes, Secretary-Treasurer. Other directors included Paul Beardsley of Muskegon and Harold Smedley of North Muskegon. The company, started in 1931, engaged in the manufacture and storage of boats.

Arthur Van Pelt I started his business primarily in the manufacture of plywood boats in 1932. It began operations in a section of Van Zylens Lumber

Company in Grand Haven and later moved to Spring Lake where Stanco Company was located [705 West Savidge]. In 1935 Van Pelt erected the building located at 612 West Savidge Street in Spring Lake. He designed the "crescent-type" sailboat, popular on small lakes. It had a V-shaped bottom and marconi rig. It was considered especially safe for children and inexperienced boatmen. Van Pelt also made boats to be rigged with outboard motors and other flat-bottom boats. In 1936 he sold about 75 boats ranging in price from \$75 to \$175. The company was headed by his wife, after his death, and then by his son, Art Van Pelt II. The name was changed to AVPI. The company discontinued producing boats in the mid-1960s.

Among other memorable vessels, neither built locally, were the *William. H. Barrett* and the *May Graham*. The *Barrett*, built in 1874 by Jesse Gano & Son of Grand Rapids, was piloted by Captain John Muir. The fare from Eastmanville to Grand Haven was 75 cents, which included one meal. The *Barrett* achieved some notoriety for emitting sparks that ignited a sawdust pile in Spring Lake on May 11, 1893, starting a fire that destroyed much of the east side of Spring Lake Village. Ironically, the *Barrett* was destroyed by fire on November 6, 1894 while docked in Grand Rapids. The *May Graham*, bought by the Crosby Transportation Company in 1907, was named after the daughter of its builder. The vessel, built in St. Joseph, Michigan in 1879, originally worked the St Joseph River at Benton Harbor before coming to Grand Haven in 1911. It steamed up the Grand River to Grand Rapids during those early years to pick up fruit for shipment across the lake. The boat also carried passengers, mail, and supplies. It also dredged for shells along the river bottom and took them to the button factor to be shaped into clamshell buttons. The *May Graham* made her last run in 1918 [1917/1919], when she was dismantled and the hull converted to a barge.

Boats built at Eastmanville were the schooners *Mary Amanda* [1869], *W. H. Dunham* [1873], *William Loutit* [1873], and *Early Bird* [1874]. The screw-propelled *New Era* was constructed in 1867 and used by Galen Eastman to tow barges to Chicago.

Marine accessories continued to be manufactured in Northwest Ottawa County long after the ship building industry was gone. Founded in 1967, Medallion Instruments, Inc., with Frederick R. Fletemeyer, President, and located at 917 West Savidge Street in Spring Lake, designed and manufactured its own meter movements, sending units, fuse blocks, wiring harnesses, and many other marine-oriented accessories. Their instruments were

specified as original equipment on many leading pleasure craft, such as Chrysler Marine, Searay, Reinell, Century Starcraft, AFL, and Slickcraft. Growing demand prompted the company to establish a second plant in Otsego. On August 21, 1987 the company announced it had been acquired by Kysor Industrial Corp. and in October, 1986, ground was broken for a new 80,000 square foot manufacturing plant at 17150 Hickory in the Spring Lake Township Industrial Park, at a projected cost of nearly \$1.6 million.

Wood-Related Products

Before the Colonists arrived in America, there were guilds of coopers in Europe. Coopers specialized in fashioning utilitarian objects from wood, then known as treen. Many of these guild members immigrated to America, including John Alden of Plymouth Colony. The “white coopers,” or dish turners, were artisans who made housewares, such as spoons, plates, and shallow bowls. “Wet,” or “Slack,” coopers made barrels for bulk commodities, such as flour and sugar. “Butt” coopers made whiskey barrels, while “rundlet” coopers made small kegs and water flasks. As with so many enterprises, the work of the artisans was replaced by mass production, including a variety of wood-related industries in Northwest Ottawa County.

The first of those local concerns was founded in Ferrysburg by Benjamin F. Eames and John W. Luscomb, just north of where Johnston Boiler later was located [Block 17, Lots 3 and 4, of the original plat], the Eames & Luscomb Manufacturing Company in 1850 began the manufacture of woodenware. “Woodenware” refers generally to items made of wood, such as kitchen items, furniture, and ornamental figures. Luscomb withdrew from the business in 1855. In 1856 Eames erected a large building equipped with steam power. He sold it to Willard and Bolles in 1861, who converted it to a pail factory until it was destroyed by fire in 1872.

Henry Rysdorp combined a barrel stave factory and a lumber mill in 1863 and produced 40,000 barrel staves a day. It isn’t clear when the other principals joined the business and gave it the name Rysdorp, Busche & Sprik. The company’s plant was destroyed by fire in 1877 and the firm was dissolved.

The largest shingle mill in the world in its heyday, the Boyden & Akeley Shingle Mill, started in 1871, was located on the south side of the South Channel between Second and Third Streets. Healy C. Akeley and Charles Boyden were co-owners until the mill

was sold in 1881. At its peak the company cut 937,000 shingles in 11½ hours, at the same time it was cutting 100,000 board feet of lumber. It had 240 employees at that time. In 1881 the Grand Haven Lumber Company bought Boyden & Akeley, along with three other Grand Haven mills.

Glover & Tate Tub Factory started in 1880 to manufacture barrels for shipping fish. The company was located near the foot of Third Street, just east of the Boyden & Akeley Shingle Mill on the south side of the South Channel between Second and Third Streets. Brothers Benjamin and Aaron D. Fessenden purchased Glover & Tate in 1881 and moved their woodenware manufacturing operations from Townsend, Massachusetts to Grand Haven. The new company employed 25-60 men and manufactured fish kits that were sold in St. Louis, in addition to barrels and staves for fish and syrup packages. Frederick A. Larkin was junior partner and manager, and John Gardner was foreman. In 1882 Silas Kilbourn & Company was incorporated and bought out the Fessendens. Under Kilbourn the firm grew to be the largest of its kind in West Michigan. The company had several large buildings and modern machinery. Besides fish and syrup packages, the firm also manufactured kits and pickle and cider kegs. A sawmill was operated in conjunction with the kit and pail factory. A kit was a wooden tub or pail, usually circular. In 1892 the company employed 150 hands and their payroll ran into the thousands monthly. The business amounted to \$100,000 annually. Locally this business was always called the “barrel factory.” George Christman worked there for many years, and the Tri-Cities Historical Museum had in its collection the cooperage tools he used in his work and one of the “kits” produced by the company. These products were made from lumber that was usually regarded as waste material. Their market stretched from Detroit and Toledo to the Pacific Ocean on the west, and from Winnipeg to New Orleans. The plant was located on the South Channel near the foot of Third Street and was taken over by the firm of Kilbourne & Kilbourne in 1904.

The Grand Haven/Great Lakes Cooperage Company, started by William Anderson and Howard Brown in November, 1934, leased the plant formerly occupied by the Challenge Refrigerator Company near the northeast corner of Jackson and Beacon [620 North Seventh]. Operations began in July, 1935 making barrels and kegs by precision methods. Officers were Howard Brown, President; William Anderson, Vice President and Superintendent; Leonard J. Gringhuis, Secretary-Treasurer; and Andrew Peterson, Assistant Superintendent. The

company employed 50 to 60 people. The lease expired in 1937 and was taken up by the Oldberg Manufacturing Company.

The Cutter Company, begun in 1888, employed about 20 men manufacturing sleighs, cutters, and sleds. Located south and west of the Grand River bridge, it lasted only a few years before failing in 1900.

Started by Charles La Fleur and Ernest Pace in 1927, the Builtwell Seat Company manufactured toilet seats. In May, 1928 a new partnership was formed by La Fleur and Pace known as the Spring Lake Seating Company. They bought the east half of the Spring Lake County Road building and continued the manufacture of plumbers' woodwork. In June, 1928 the name was changed to the Fleurace Seat Company, manufacturing seats of three kinds in mahogany, oak, and white. In September, 1929 the factory at the corner of Park and Liberty Streets was expanded and the Chicago firm moved here when it merged with the Builtwell Mfg. Company. A new building was erected in 1930 where the Superior Plating Company [111 North Park] later was located. It employed about 30 men at that time. Officers of the merged firm were L. Charles La Fleur, President, George S. Christman, Vice President; Willie G. Turner of Muskegon, Secretary; and Ernest P. Pace, Treasurer. The business was disbanded in 1934.

Started in business June 1, 1946 with Ralph Thomas, owner, Custom Woodworking was located just south of Grand Haven off old U.S. 31 [168th Avenue]. The company made novelty furniture, amplifiers, and speaker cases. It moved to Reed City in August, 1953.

Evans Products purchased the former Heap building at 1401 Fulton from Oxford Varnish in June, 1946. It started with 45 employees and employed as many as 125 in the manufacture of molded plywood radio cabinets and furniture. The company ceased operations in February, 1949 and the following month sold the equipment and manufacturing rights to the Herman Miller Furniture Company of Zeeland. This building was sold in September, 1950 to Harjer-Michigan, Ltd.

Started in 1948 by Forrest Thompson and Lewis Hodges to produce woodturnings, custom cabinet making, and light woodworking, Ottawa Woodcraft was initially located in the 600 block of Madison Street in one of the former Grand Haven Basket Factory buildings. Around the mid-1950s the company moved to a new building at 17281 Van Wagoner in Spring Lake Township.

Organized in June, 1951 by Norwood Hubbell, Henry Parker, William Vivian, and John Wierenga, Fleetwood Furniture Company specialized in the manufacture of juvenile "Swing-Line" furniture. It was located at 8 North Seventh Street. The facilities of the Grand Haven Harbor Industries with which it was affiliated were used in the manufacture of this "pint-size" furniture.

MARITIME OFFICES

United States Corps of Army Engineers

The Detroit District of the United States Army Corps of Engineers dates to 1841. It was charged with maintaining approximately 4,000 miles of Great Lakes shoreline and harbors, and it has supervised all work in Grand Haven harbor since 1857. When the Corps established a Grand Rapids District in 1881, an office was opened in Grand Haven with a warehouse near the shore end of the south pier. In 1911 the warehouse was moved to 307 Harbor Drive, just south of Howard Street. In 1921, the year the Grand Rapids Corps merged with the Milwaukee District, structures were built in Wisconsin, disassembled, and delivered by barge to Grand Haven, where they were erected at the northeast end of Government Basin, as shown in the picture you refer to. The silo held coal for the Corps' fleet of coal-powered dredges. The Corps' current building on Howard was constructed more recently.

United States Customs Office

At the height of the logging era, there were as many as thirty ships in the Grand Haven harbor. Seasoned sailors added their share of "color" to the town, too, some arriving, some loading, and others departing for Chicago and other ports. The bustling port soon led to the establishment of the United States Custom Service office in Grand Haven. Healy C. Akeley was the first Collector of Customs assigned to the Grand Haven office, beginning in 1866. James A. Stephenson of Grand Haven was Deputy Collector of Customs. The jurisdiction of the office included the west half of the Lower Peninsula and the south half of the Upper Peninsula, until 1913, when headquarters were moved to Detroit in a move to consolidate all five of the Michigan offices. Akeley was followed by David McLaughlin [1881-1885], Dudley O. Watson [1885-1889 and again from 1893-1897], George W. McBride [1889-1893], George A. Farr [1897-1906], and Walter I. Lillie [1906-1913]. Lillie was the last Collector at the Grand Haven office, although William L. Phillips, who had been Lillie's assistant since 1906, continued as Deputy Collector after 1913.

United States Steamboat Inspection Office

It was natural, too, to set up a local office for Steamboat Inspection in Grand Haven, one of 47 throughout the country. The first local board was organized in 1876 [1873] and included Captain Lierson, Inspector of Hulls, and John Stark, grandfather of Agnes Stark Koster, as clerk. The board consisted of two "practical" steamboat men, one an inspector of hulls and the other an inspector of boilers. The district supervised from Grand Haven included the east shore of Lake Michigan, from St. Joseph to Harbor Springs. The inspectors' job was to ensure that all vessels were suitable in all respects for the service in which they were employed, and to investigate all maritime accidents and violations of law within the jurisdiction.

The Steamboat Act of August 30, 1852 established the Steamboat Inspection Service as part of the Department of the Treasury and authorized the appointment of inspectors. The inspectors also examined, certified, and licensed merchant vessel personnel. In 1871 Congress again reorganized the Steamboat Inspection Service. The mission of the Service was broadened to include crew safety, as well as passenger safety. In 1934 the office consisted of two inspectors, two assistants, and a clerk. Captain Bernard J. Gellick was Inspector of Hulls; Hugh P. Mulligan was Inspector of Boilers; Captain Peter Thompson was Captain Gellick's Assistant; Edgar G. Ewing was Hugh Mulligan's Assistant; and Elmer C. Hules was Clerk. By the time of WWII, the Coast Guard had assumed the tasks of the Inspection Service.

Office records revealed that the first shipment of grain was carried from Grand Haven to Chicago in 1836. The 3,000 bushels of grain were carried aboard the brig *John Kenie*. Grand Haven did not have a dock until 1835, and up to that time all cargoes had to be transported by scows.

The United States Steamboat Inspection service was originally established in 1838. It merged with the Bureau of Navigation in 1932, and in 1942 many of its functions were transferred to the Coast Guard.

MEDAL OF HONOR RECIPIENTS

The first Ottawa County resident to receive a Medal of Honor for valor on the battlefield was Henry Ebenezer Plant of Crockery Township. On March 19, 1865, at the Battle of Bentonville, North Carolina, Henry rescued the colors from the midst of the enemy after the designated bearer had fallen. For that action, he was awarded the Medal of Honor,

although it was not issued until April 27, 1896. Plant served as Private in Company F of the 14th Michigan Infantry. Other recipients from the county were:

Charles M. Thatcher, Eastmanville; Civil War, Private, Company B, 1st Michigan Sharpshooters.

Matt Urban, Holland; WW I, Lieutenant Colonel, 2nd Battalion, 60th Infantry Regiment, 9th Infantry Division.

John Essebagger II, Holland; Korean War. Corporal, Company A, 7th Infantry Regiment, 3rd Infantry Division.

Paul Ronald Lambers, Holland; Vietnam War, Staff Sergeant, Company A, 2nd Battalion, 27th Infantry, 25th Division.

Gordon Douglas Yntema, Holland; Vietnam War, Sergeant, Company D, 5th Special Forces Group (Airborne).

[Information courtesy of Daniel Grable.]

MEDIA

Broadcast

The community's move into the age of radio began when Robert Runyon and Robert Kirby, former employees of WOOD Radio and WOOD-TV in Grand Rapids, began broadcasting in the Grand Haven area in April, 1955 with the call letters WGHN. The station had a power of 500 watts at 1370 on the AM [amplitude modulation] dial. FM [frequency modulation] was added later. Runyon was director of the radio station and Kirby was the staff announcer. They operated from 228½ Washington, above Grand Haven Jewelry, where the station remained until the late 1970s. The company built a 200-foot transmitting tower on Harbor Island, but it had to be moved to the corner of 178th and Comstock in Grand Haven Township because of poor footings on the Island. Runyon and Kirby sold their business in 1958 to Spring Lake resident Burt Wolf. Wolf sold it to Richard Gillespie three years later. In 1964 a group called Community Broadcasters, organized by Douglas Tjapkes, bought the station from Gillespie and owned it until 1983. On April 1 that year Tjapkes sold the station to a group of Grand Rapids investors headed by William Struyk, who also had worked for WOOD radio. The radio station moved to 208 Franklin in 1978, then to 120 South Seventh Street, where it remained until relocating to 1 South Harbor in 1985.

Cable television brought another mass media dimension to Northwest Ottawa County. Introduced to the area in the early 1980s, cable not only allowed for a greater selection of channels, but also provided community channels for coverage of important

meetings, local news, and announcements. The Grand Haven Public Schools set up its own television studio at the Education Service Center on Beechtree and offered pertinent programs on Channel 5.

Print

The story of newspapers in Northwest Ottawa County is as intricate as the development of the railroads. Men started publications, sold them, repurchased them, changed their names, and moved between various towns, so that tracking their history often is like wandering through a maze. The following summary may help follow that intricacy through the decades.

Coopersville

Coopersville Observer and *Coopersville Courier*

M. G. Barns began publication of the *Coopersville Observer* in November, 1850. It was considered independent in its political slant.

In 1875 Hiram Potts moved the *Ottawa County News* from Nunica, where he had started it two months before as the *Ottawa County News*, to Coopersville, where it was called the *Coopersville Courier*. About the same time Edward Northrup became publisher of the *Coopersville Courier*.

Nunica

Ottawa County News

In 1875 Hiram Potts started and edited the *Ottawa County News*, located in Nunica. Two months later he moved the paper to Coopersville, where it was called the *Coopersville Courier*. In August, 1880 he moved to Grand Haven and changed the name of his newspaper to the *Grand Haven Courier Journal*, which was a voice for the Democratic party.

Spring Lake

Spring Lake Republican, *Spring Lake Independent*, *Ottawa County Courier*, and *Spring Lake Message*

John G. Lee, who had published the *Labor Union* in Grand Rapids, started issuing the *Spring Lake Independent* in 1869 in partnership with a Mr Donald. Lee bought out Donald not long afterward, and in 1875 H. H. Gibson bought a half interest in the *Independent*, which Lee bought back at the end of the year. Within a short time the Spring Lake paper was combined with Hitchcock's *Grand Haven News*.

In April, 1877 Hiram Potts moved his office to Spring Lake, again changing the name of his newspaper, this time to the *Ottawa County Courier*.

For two years Aloys Bilz published the *Spring Lake Republican*, a bright, newsy paper representing the Republican point of view. In 1880 in Berrien County Andrew S. Kedzie and his son Donald formed Kedzie & Kedzie. They purchased the *Spring Lake Republican* in 1881 and merged it with the *Grand Haven Herald*.

Charles Wasson published the *Spring Lake Message* from September, 1881, to September, 1883. Its office was on the corner of Savidge and Division Streets.

Grand Haven

Grand River Times and *Grand Haven News*

In 1851, with his twin brother John and William M. Angel as editor, James Barnes helped edit and publish *The Grand River Times*, long said to be the first newspaper in Ottawa and Muskegon Counties, but the *Coopersville Observer* preceded it by about eight months. [George W. Pattison of Grand Rapids began publication of another newspaper with the same on April 18, 1837, but it was not in the Grand Haven area.] Leaning towards the views of the Democratic Party, the first issue came out on July 2, 1851. The newspaper's office initially was above Henry Griffin's drugstore on the northwest corner of First and Washington Streets, where the Story & Clark Piano Company later erected an office building. On January 24, 1855 the newspaper's offices and presses were moved to "the second building below the Washington House" [Lillie], which would put the building at approximately 8 or 10 Washington Street in Grand Haven. Angell evidently had retired by this time, James and John acquired sole ownership of the paper, which they sold to Galen Eastman in December, 1856. The new owner moved it to Eastmanville, trusting that the village would become the County seat. When that expectation failed, publication ceased the same year and Barnes repurchased the paper, returned it to Grand Haven, and changed its name to the *Grand Haven News*, publishing the first issue on December 22, 1858, retaining their Democratic slant. Reuben Fosha, a printer by trade, helped publish the first issue of the *Grand Haven News*. The *News* was in circulation from December 29, 1859 to April 1860. In 1860, James became a second partner and in 1865, John became sole owner, publishing it until July 17, 1876 when he became engaged in the furniture business with his brother. The newspaper's office was destroyed twice by fire, once in 1859 and again in 1866. Possibly after the latter fire the newspaper moved back to the second floor of Griffin's drug store. James Barnes left the newspaper business that

same year, 1866, to open a furniture store in downtown Grand Haven. The remaining Barnes finally sold the paper to John G. Lee and a Mr Hitchcock in 1876. Lee, who had published the *Labor Union* in Grand Rapids, started publishing the *Spring Lake Independent* in 1869 in partnership with a Mr Donald. Lee bought out Donald not long afterward, and in 1875 H. H. Gibson bought a half interest in the *Independent*, which Lee bought back at the end of the year. Within a short time the Spring Lake paper was combined with Hitchcock's *Grand Haven News*, and in July, 1876 the combined newspapers were published as the *News Journal*. The *News Journal* supported the Greenback party. Hitchcock retired in January, 1877. By 1892 Horace G. Nichols was the owner, and the paper advertised itself as a being "*Republican Weekly*." The *News* was leased for one year to De Long and Mills, then in 1867 it was sold to J. H. Mitchell, and soon afterward it was consolidated with the *News Journal* of Grand Haven.

Ottawa Clarion, *Grand Haven Union*, and *Grand Haven (Daily) Herald*

Henry S. Clubb published and edited the *Ottawa Clarion*, which first appeared in March, 1857. The *Clarion* was strongly supportive of the Republican Party, and it was issued until the fall of 1862, when Clubb entered the military.

In August, 1862 Healy Akeley founded the newspaper *Grand Haven Union*, a voice of the Republican Party. In 1863 Lemoyne Smith became publisher and editor of the *Grand Haven Union*. Akeley was a silent partner until Le Moyne bought out his share. Republican in its leanings, Smith sold the paper to Nathan Church in June, 1872.

On August 28, 1868 [1869] Henry Clubb began publication of the *Grand Haven Herald*, which also leaned toward the Republican party. It was at first a weekly publication. The newspaper office was located at 13 South Second Street initially, before moving to the third story of the Squier Building at 215 Washington. When it became a daily, its name was changed to the *Grand Haven Daily Herald*. On December 7, 1872 Clubb sold it to Charles N. Dickinson. When fire destroyed the Squier Building, Dickinson moved his office to the rear of Klaus Valom's tailor shop on Washington.

Nathan Church in June, 1872 bought the *Grand Haven Union* newspaper from Lemoyne M. S. Smith and ran it as the local voice of the Democratic party until the election of November, 1872 and the defeat of his candidate. The newspaper then discontinued publication.

Charles N. Dickinson sold the *Grand Haven Herald* to Sylvester L. Morris in March, 1873. In August, 1874 Crinis Du Bois purchased a half-interest in the *Grand Haven Daily Herald* from Morris. By 1875 Crinis had full control and was editor. His office was in the Masonic Lodge Building at 16 Washington in space previously occupied by Van Wormel's restaurant.

Whitman Benham who was in the newspaper business in Indiana and Iowa, in June, 1877 bought the *Grand Haven Herald* from Dubois and published it until his death in October, 1880. Marvin Creager operated the *Grand Haven Herald* in behalf of the Benham estate from October, 1880 to March, 1881, when Horrace Nichols and Guy Weber bought it and a month later sold it to the firm of Kedzie & Kedzie, which had been formed in May, 1880 in Berrien County by Andrew Kedzie and his son Donald. They also bought the *Spring Lake Republican* from Aloyz Bilz, which they merged with the *Herald*. The Kedzies sold the paper to M. T. Hyer in 1892. Hyer operated it for eight months before going out of business in March, 1893.

Grand Haven Courier-Journal, *Evening Venture*, *Evening Tribune*, *Grand Haven Daily Tribune*, and *Grand Haven Tribune*

Dr. Mary Kitchel stated in her *Centennial* book that the *Courier-Journal* was founded in 1869, although the February, 1897 issue of *Headlight Flashes* gave the year as 1868. In any event, Horace Nichols bought this weekly newspaper and the *Grand Haven Daily Tribune* in 1891 for \$1,500. The *Courier Journal* claimed it was "Republican In Politics."

In August, 1880 Hiram Potts moved to Grand Haven and changed the name of his Spring Lake newspaper, the *Ottawa County Courier*, to the *Grand Haven Courier Journal*, which was a voice for the Democratic party. Hiram also was in business with Charles Conger, another Grand Haven printer. Together they published the 1893 *Business Compendium* for Ottawa County.

In 1881 Horrace Nichols formed a partnership with Guy Weber and bought the *Grand Haven Daily Herald* from the estate of Willard S. Benham, who had lost his life the previous October when the *Alpena* sank in Lake Michigan. Nichols and Weber sold out in a few months to Kedzie & Kedzie. The new owners advertised that their readers could rely on the paper to be "STEADFASTLY REPUBLICAN, EARNESTLY REFORMATORY." Nichols was, Henry Clubb's nephew. Another uncle, Don C. Henderson, publisher of the *Allegan*

Journal, hired Horrace to work with him in the early years of his newspaper career.

On May 1, 1885 Edward Northrup and his brothers established the *Evening Venture* in Grand Haven and published his first issue July 10 that year. At the end of October, 1885, the Northrups sold their business to brothers Charles R. and Joseph Esler in 1887. The Eslers changed the name of the newspaper to the *Evening Tribune* with the first issue. Charles Conger learned the printer's trade working for Henry S. Clubb. Charles was associated with the Grand Haven newspaper *Evening Tribune* beginning in 1887 and was owner from 1889 to 1891. He also was a partner with Hiram Potts in a printing business. It was Potts and Conger Publishing that distributed the *Historical and Business Compendium of Ottawa County* in 1893. Conger sold his interests in the newspaper to Horrace Nichols in 1891 for \$1,500. Nichols purchased the *Courier-Journal* at the same time. On April 3, 1896 Nichols name of the paper to the *Grand Haven Daily Tribune*.

Horrace Nichols was in charge when the *Tribune* constructed its own building at 120-122 Washington in 1902, so the paper could vacate its space at Henry Griffin's drug Store, which was about to be moved to make room for the new Story & Clark office building. Nichols continued as owner-publisher until 1915, assisted by his son, Harry S. Nichols. At that time he sold the business to his son, Horace "Harry" Nichols, and Harry's partner, Kingsbury Scott. UPI news wire service was initiated on September 6, 1924. In February, 1927 Ernest J. McCall and Felix M. Church bought the paper, now called the *Grand Haven Tribune*. The paper's circulation then was 2,536. In 1938, during McCall's ownership, the newspaper moved to its new facility at 101 North Third. An eight-page flatbed press used at that time was replaced by a series of improvements: a faster eight-page flatbed press streamlined publication in the 1950s, followed by a 14-page flatbed press, and in 1971 a 32-page Goss-Urbanite rotary press. The latest innovation, the first of its kind in Michigan, cost \$250,000 and included a photocomposition operation. The new press had four-color capability and could run off 40,000 copies per hour. In 1979 the *Tribune* replaced its typewriters in the editorial department with \$121,000 worth of computers and video display terminals.

McCall died in 1950 and his son, Almon W. McCall, and nephew, J. Watson McCall, took over. The McCalls sold the business in 1969 to the Grand Haven Publishing Company. Circulation by this date had grown to 7,850. In March that year

Clarence W. Poel was appointed editor. In 1984 the publisher was Alice Rau, who was one of the principals of the Grand Haven Publishing Company, and Fred Vanden Brand, a former reporter, was managing editor.

Grand Haven News [II], Grand Haven Courier, and Grand Haven Express

In the 1890s Daniel Wachs was Proprietor of Wachs & Wachs Publishers in Grand Haven, which issued the newspapers *Grand Haven Courier* and *Grand Haven Express*.

Charles Breckon established a newspaper named *Grand Haven News* in November, 1894. It appeared weekly until July of the next year, when the *Daily News* was formed. Both newspapers leaned toward Republican politics.

MEDICAL FACILITIES

In the early years of the 20th century there was no central medical facility to serve Northwest Ottawa County. The first one was the converted home of Captain William Loutit, who built a new residence on the northwest corner of Fourth and Washington Streets. Located at 114 South Fifth Street, the two-story frame house became the area's first hospital in 1919, thanks to the generosity of William Hatton, President of the Eagle Ottawa Leather Company. Hatton named it the Elizabeth Hatton Memorial Hospital in honor of his recently deceased wife. The hospital provided 20 beds. The first operation to be performed at the hospital was a tonsillectomy, and the first baby born there was Elizabeth Vyn Meier, on July 4, 1919. Among the doctors who staffed the hospital were Bloemendal, Beernink, Long, De Young, Rypkema, Ver Duin, and Wells. The structure was demolished to make room for the Presbyterian Church Sunday school.

The first building constructed as a hospital was built in the 1300 block of Sheldon Road in 1939, at a cost of \$76,915. The two and a half story brick building had a capacity of 47 beds and a staff of 10 physicians. The first floor was for medical-surgical patients, and the second floor was for obstetrics, the operating room, and delivery suite. In 1953 an obstetrics wing was added to the west of the original building, bringing the total number of beds to 71. It had substantial additions over the years. In 1970 a medical-surgical wing was added, and the capacity increased to 77 beds at a cost of \$3,200,000. Nine years later a second modernization cost 1.3 million dollars, and in 1994 a 14 million-dollar expansion and remodeling project was completed. In 1967 voters of Grand Haven, Spring Lake, Robinson, and Crockery, approved a 10-year tax levy to establish

the North Ottawa Community Hospital Authority. 28 years later residents voted to change it to a private not-for-profit organization. In 2000 construction began on a three-story, \$10,000,000 Ambulatory Care Center on the south side of the expanded hospital.

MERLIN

Merlin was the name given to Car #8 of the Grand Rapids, Grand Haven & Muskegon Railway, the electric railroad that connected those cities and others. It was one of about 20 cars that traveled the tracks several times daily beginning in February, 1902 and running through 1928, when the Interurban was supplanted by the automobile. In the succeeding bankruptcy proceedings the cars were sold, and Merlin became a diner near Whitehall in the early 1930s. The diner failed, and the car was converted to a private home in the same location. Over the years, the owners removed most of the original windows, chopped off the sills, and removed the motorman's compartment and added new doors. In the late 1980s Merlin was made into a storage barn and became a haven for small wild animals.

When the property was condemned in early 1990, the Coopersville Historical Society rescued the car from certain destruction and brought it to the historical museum on a flatbed truck. Over a period of years volunteers for the Historical Society replaced the siding and stripped and repainted other areas. "Trucks" [wheel units] were bought and installed, tracks were laid to support the car, and a shelter was built to protect it from the weather and the curious. The motorman's compartment was added and new windows were put in, as were bumpers, steps, fender, new roofing at the front and back, and appropriate lettering. The restoration was guided by period photographs and written sources to ensure accuracy. Volunteer labor and grants from a variety of sources helped in the rebuilding. [Adapted from an article written by the Coopersville Historical Society.]

MICHIGAN

Michigan derived its name from the Chippewa words "Mici gama," which meant "great [large] lake" or "lake country." This name was peculiarly appropriate for the geography of the state, with Lake Superior for its northern boundary, Lakes Erie, St. Clair, and Huron on the east, and Lake Michigan on the west. The extent of Michigan's domain is 56,809 square miles, excluding large portions of the surrounding Great Lakes that fall within its boundaries.

Four flags have flown over southwest Michigan: first the yellow emblem of Spain, then the Tri-colors of France [1671-1760], later the Union Jack of England [1760-1783], and since 1783 the Stars and Stripes.

Large parts of Michigan were under French rule from 1622 to 1763 and under British dominion from 1763 to 1796. It was part of the Northwest Territory from 1796 to 1800, the Indiana Territory from 1800 to 1805, and the Michigan Territory from 1805 to 1835. It was declared a state by Congress on January 26, 1837, making the 26th star in the American flag. Actually Michigan had itself adopted state government in 1835, when the first state constitution was ratified and state officers elected.

Lewis Cass, second Governor of the Michigan Territory, presented the Great Seal of Michigan to the convention which framed the first state constitution in 1835. The Latin motto on the seal reads in English, "If you seek a pleasant peninsula, look about you [Si Queris Peninsulam Amoenam Circumspice]." Also on the seal are the words "Tuebor," meaning "I will defend," and "*E pluribus unum*," which is a statement of unity meaning "From many, one." The state flower is the apple blossom, the state tree is the white pine, and the robin is regarded as the state bird. Michigan is known as the Wolverine State, even though it is not the natural home of that animal.

The state capital originally was in Detroit. In 1848 it was moved to a point near the east/west [but not the north/south] geographic center of the state on land arbitrarily chosen for that purpose. This area of wilderness near the foot of the Grand River was called Michigan from April, 1847 to April, 1848, when the name was changed to Lansing.

MICHIGAN BUNCH

In 1878 Edward Payson Ferry, the youngest son of Rev. and Mrs William Ferry, arrived in Park City, Utah, primarily a mining camp, to begin development of his investment, the Crescent Silver Mine. Ferry consolidated several silver mines in the area, which were deeply embroiled in lawsuits. Park City was about 25 miles east of Salt Lake City. Silver, discovered there in 1872, led to the town's settlement and prosperity. With him were several other local investors: David C. McLaughlin, Dr. R. M. Barrow, J. W. Mason, Frederick A. Nims [Nimms], Harvey J. Hollister, James M. Barrett, and Lewis H. Withey. The group became known as the "Michigan Bunch." His brother, Colonel William M. Ferry, former Mayor of Grand Haven, also

joined in the adventure. After McLaughlin, a lawyer, had the land surveyed in 1877, Nims, also an attorney, took title to it by Patent, a government grant, and recorded the plat. The town's citizens then had to purchase their homes and businesses from the group. Edward Ferry ran for Mayor in 1882, and McLaughlin sought the office two years later, but the unpopularity of the Michigan Bunch led to their defeat. The town was incorporated by act of the Utah Territorial Legislature in 1882. From its beginnings until its sale to an outside group in 1902, the Crescent paid its shareholders \$280,000, but E. P. Ferry invested in other silver mines that produced excellent returns. Edward Ferry died in Los Angeles in 1917, about a month short of his 80th birthday. Two of his sons became leading citizens of Park City and Salt Lake City. One, Edward Stewart Ferry was an influential attorney in Salt Lake City, while his twin brother, William Montague "Mont" Ferry, III, served as Salt Lake City's Mayor from 1916 to 1919. The older twin, William Montague Ferry, died in Park City in 1905 at the age of 81. [Adapted from an unpublished manuscript by Sally Elliott.]

MISSIONARIES

Father Coquart was a missionary working out of Charles Langlade's fur trading post. The first priest to minister to the Grand River Indians was Father Gabriel Richard, who arrived in 1799. Later, in 1809, he published Michigan's first newspaper and was elected a member of Congress from the Michigan territory in 1823. There was a Baptist Mission in Grand Rapids as early as 1823, and not long after that Rev. Leonard Slater ran a mission there, giving the location its early name of Slater's Mission. The next clergyman to arrive in the area, Rev. William M Ferry, came not only to represent the church, but also to settle Grand Haven and establish a business.

MUSICAL FOUNTAIN

Directly across from Ferry's Landing is the world-famous and ever-popular Musical Fountain that plays daily during the summer at dusk and again at Christmastime. Following different themes each evening, the 20-minute program features a rainbow color array of aquatic acrobatics pumped through a maze of pipes. The Musical Fountain, built in 1962 at a cost of \$150,000 under the leadership of Dr. Bill Creason, sometimes was referred to as the "dancing waters." The fountain's first "dress rehearsal" occurred on a cool night on November 9, 1962. Nightly performances began in May the next year. Each evening opens with Richard Strauss's "Thus Spoke Zarathustra," a piece made popular six years

later as the theme song for Stanley Kubrick's *2001: A Space Odyssey*. The fountain itself is approximately 300' x 150,' uses 125,000 watts of electricity, requires more than a mile and a half of pipes, some of which are 16" in diameter, contains 1,300 nozzles and 300 valves that send spray as high as 110 feet, and consumes more than 4,500 gallons of water for each performance. Dr. Creason's computer software can generate as many as 1.8 million different programs. During the annual Coast Guard Festival, the fountain plays an important role in the fireworks display, one of the finest in the Midwest. The program is choreographed with the lighting and lift off of each group of fireworks.

It wasn't long before the popular Nativity Scene became a splendid holiday addition at the same site. Creason prevailed upon Grand Haven resident and artist Betty Ellis to design the scene and the figures. Her creation clearly met expectations, and Creason then talked to the Fire Department, which traditionally set up a crèche scene in Central Park each season. The fire fighters gave their unqualified support to the Dewey Hill project. The abandoned Kroger Grocery Store on Second Street provided ample space to cut out the large, plywood figures and paint them. The figures ranged from 27 feet to 32 feet in height, their size necessary so they could be seen from the Grand Haven side of the river. Preston Bilz of Bilz Plumbing in Spring Lake supervised installation of the complex plumbing system. The holiday message was approved by local clergy and on December 2, 1964 the Nativity Scene was lit up for the first time. Mary Creason flew Governor Romney from Lansing to Grand Haven, where he presided over the festivities, which included a candle-lit parade, a choir, appropriate messages, and a magic switch that the Governor triggered to flood the hillside with light to illuminate the impressive scene. For a few years church volunteers set up the figures the first Saturday after Thanksgiving, but in the early 1980s Grand Haven Rotary Club members took it on as an annual project. Buss Ringelberg of Challenge Porcelain offered to coat the figures so they didn't need to be repainted from year to year, and the large cutouts were put on hinges, allowing them to be laid on the ground during the off-season, thus simplifying the task of setting up the inspiring scene.

NATIVE AMERICANS

The earliest humans in Northwest Ottawa County were called Paleo-Indians [10,000-7,000 B.C.], and they were identified by the kind of point, or arrowhead, they used in hunting. Some of these points were found locally, including one unearthed

by Ida Yaggie, in Section 3 of Olive Township. It was called a Clovis point, named for a site in New Mexico where this style point was first found. The points were fluted and ridged, and were from 1½” to 6” in length. The Paleo-Indians used the points to hunt such animals as the mastodon and mammoth, which were moving north with the disappearance of the glaciers.

These first inhabitants were nomads, constantly on the move, and their homes were made of sapling poles covered with bark or skins. Their clothing was made of animal skins, and their tool and weapons were mostly made of chipped stones. No skeletons have been found, so it isn't likely that they had any burial customs.

Following a change in weather, vegetation, and wildlife, came a new tribe of Indians known as the Aqua-Planos [7,000-5,000 B. C.]. They didn't use the Clovis point, but made arrowheads more in the shape of leaves, known as lanceolate blades. These folks worked the quartzite quarries, using the stone to make their tools, weapons, and ornaments. The Aqua-Planos were the first people in this area to keep tame dogs.

The Early Woodland people built mounds over their dead and made pottery. It seems that only important persons were buried in these mounds. Some were placed in sitting positions, others were wrapped in bundles and laid in the grave, while a few were cremated. After utensils, weapons, tools, and powdered red ocher [iron ore] were put in with the corpses, a great dome-shaped mound of earth was built over the graves.

Following the Aqua-Plano Indians period the Old Copper Indians [5,000-500 B.C.] appeared in the Upper Peninsula and the Archaic Boreal Indians roamed West Michigan and elsewhere. Evidence indicates that these Indians stayed here during the Lake Algoma stage and even into the earlier part of Lake Michigan as we know it today.

Indians who occupied islands in the big lake probably used boats or dugouts during this time and perhaps as long ago as 7,000 B. C. To a people without boats of some kind, large lakes and rivers were natural barriers. From this point on, in the history of the Indian, Michigan's abundant waterways were important as a means of travel, transportation, and location of settlements. The lakes and rivers were well stocked with many kinds of fish, so fishing was added to hunting as a means of obtaining food.

Some of the Middle Woodland group [100 B.C.-800 A.D.], called Hopewells, spent their summers on the

Lake Michigan shore, protected by the high, wooded dunes. The Hopewells were named after a family in Ohio on whose farm were found impressive mounds. Just preceding their advent upon the local scene, a group of Hopewells were living in the Illinois River Valley. Like most Indians they were nomads at heart, so they started wandering northward keeping mostly to river valleys as they went. They followed the Illinois, then the Kankakee, the St. Joseph, likely the Kalamazoo came next, and then the Grand River, where they decided to set up a cultural center at the present site of Grand Rapids.

They were great mound builders, although not the only ones. For instance, the Archaic-Boreal Indians built some 30 or 40 mounds at the Grand Rapids site on the west side of the river, the largest of which was at least 30 feet high and 200 feet in circumference and on the east side of the river two miles further south 17 mounds, the largest of which is 15 feet high and 100 feet in diameter. These mound builders spread out down the river. At the mouth of Sand Creek they built three mounds, at Crockery three more, at Battle Point one, and at the present site of Ferrysburg there were three. A few of these Indians went as far north as the Muskegon River. The method by which most of these mounds were later destroyed was unfortunate. In most cases farmers who bought the land on which the mounds were located leveled them so they could plow the ground.

The following article about the mounds near the mouth of Crockery Creek appeared in the 1876 Atlas of Ottawa County: “On the premises of Mr Spoon were three mounds of a very noticeable character, which recently examined were found to contain, besides a large number of skeletons, a variety of stone and copper implements and earthen ware vases, some of them elaborately ornamental. Around these Indian mounds Indian bones and relics are often found so near the surface as to be thrown out by the plow.”

Along the Grand River these mounds, long since desecrated by relic hunters, yielded matings and implements of various description. Each burial plot contained a copper hatchet and copper needles, mute but strong evidence of the communication they must have had with the copper country in Northern Michigan.

Scrapbooks compiled by early Grand Haven resident Eleanor McNett and stored in Loutit Library, record that in the mounds at Crockery were found skulls in a position which indicated a sitting posture when buried, one jar of pottery almost intact, a little copper hatchet, and some copper needles. McNett

related that mounds were found at the foot of Franklin Street in Grand Haven, at Battle Point, and at Spoonville.

A myth has circulated for years that Crockery Creek got its name from the pottery found in these mounds. Most historians believe this is not true, but that it is derived instead from the fact that along the banks of the creek could be found clay that was used by the Indians in making their pottery. Nunica derived its name from the Indian word *monika*, also referring to clay.

Early in the history of Grand Rapids most of the mounds on the east side were leveled in constructing streets and houses. Charles E. Belknap reported in *The Yesterdays of Grand Rapids* that in the 1850s some of the mounds on the west side were used as fill dirt. In the 1870s Captain Wright L. Coffinberry conducted some excavations. At that time he was said to have found tools, jewelry, implements, and pottery made of stone, bone, shell, metal, and clay. Many of these artifacts were loaned to the Peabody Museum at Harvard University, but were not returned.

The earliest Indian groups depended on hunting alone for food; then later they discovered they had another source found in the lakes and river, namely fish, and still later they discovered there were many wild plants that were edible. The Hopewells raised crops, such as corn, squash, perhaps beans, and probably tobacco.

These Indians looked very much like the Indians who were to follow them in later years. The men wore breechcloths and the women wore wraparound skirts, both of which were made either of animal skin or woven cloth. Moccasins were worn by both sexes. There was quite a difference in the way they wore their hair, because the women parted theirs in the middle of the top of the head, drew it back above the ears, and allowed it to flow long in the back, while the men shaved off part of theirs, leaving a forelock in front and a knot at the back of the head.

The Indians didn't have looms, but their fabrics involved twisting and twining. The thread was usually made from the soft inner bark of certain trees.

They were great travelers and traded far and wide with other tribes. They got obsidian and grizzly bear teeth from the Rocky Mountain region, shells from the Gulf of Mexico, copper, iron ore, and silver from the Upper Peninsula and even mica sheets from the Atlantic coast. Since they were fond of ornaments, much of this trade material was used in that way, as well as for tools and weapons.

Their pottery was the best in this area, because it was fired-clay, tempered with limestone, all very elaborately decorated. It included panpipes, which were made by joining three or four bone or reed tubes, graduated in length, and held together by bands of copper or silver, rattles, and drums. The drums were used during their ceremonies as part of a very elaborate social structure.

During the prehistoric period the Indians developed from a very primitive culture, in which they obtained food only by hunting with one known instrument, the Clovis point. They went through many stages of development, climaxing with the Hopewell and later Woodland Indians, when agriculture, pottery, cloth making, metal and polished tools, weapons, and ornaments reached their highest state of excellence in the history of these people.

All Native Americans within the drainage area of the Grand River were known as the Grand River Valley Indians. The Chippewas, also known as the Ojibways called our river Owashtanong, meaning "far-flowing water." The Potawatomes named it Washtenong Sibi, which meant "big river" in their language. The French name, Grand Riviere, also meant big river, and that name has endured. The Grand was the main transportation route for all of the tribes residing along its banks and tributaries. The river made a strong link that bound them together so that many times they acted as a single unit. All the three great tribes, Chippewa, Ottawa, and Potawatome, were represented. Occasionally the local Indians paddled their canoe fleets down the Grand River, out into the wide expanse of the Big Lake and up its shores to Michilmackinac, which refers to the area in and around Mackinac Island and Mackinaw City, there to swear allegiance to changing masters.

The Indians of Ottawa County lived in bark huts, not wigwams or tepees as the Plains Indians did. They were hunters and fishermen. Their whole industrial and economic life centered on harvesting the wild rice. Rice swamps were located along the river. Beside rice, game, fish, and waterfowl, they ate nuts, wild fruits and berries, seeds, and plant roots. The men wore deerskin shirts, leggings, and soft-soled moccasins.

The Muskotay [Mascouten, or Prairie Indians], the Ojibway, the Sacs, the Fox, and the Potawatomes all roamed this region prior to 1821. The Ottawas immigrated to this area from Canada between 1642 and 1650 to trap furs for the rapidly growing trade with the French and British. In fact, "Ottawa" is an Indian word meaning trader. About 1760 the

Ottawas drove out the Fox and Sacs, and built their bark huts along the northern bank of the Grand River. By that time the Ottawas dominated the area from Grand Haven north to the Straits. The Potawatomes lived primarily in Northern Illinois and Indiana, but they held Michigan as far north as the St. Joseph River.

To the south was the home of the Muskotays, who lived with the Ottawas in peace for many years. Still further south lived the Potawatomes. Some Potawatomes decided to visit one of the Ottawa villages. Their mission was to create trouble between the Ottawas and the Muskotays, since they wanted the Muskotays' hunting ground for their own. While at the camp an Ottawa squaw, who was out gathering nuts, was murdered. The Potawatomes blamed it on the Muskotays. The Ottawas and Potawatomes joined forces and waged a relentless war. The Muskotays fled eastward and made a stand near where Ionia is today. A few escaped the slaughter and joined the Miamis near Sandusky, Ohio. Thus all identity of the first occupants of Ottawa County was lost after the historical period began.

At the close of the French and Indian War, the principal chief of the Ottawas was the well-known Pontiac. Tradition says that he was the one who led the Ottawas against General Braddock. He was recognized as the head of a loose confederacy composed of Ottawas, Chippewas [Ojibiways], and Potawatomes, but his authority over the last two wasn't as great as over his own tribe.

Pontiac had been a friend of the French a long time and disliked the British for their rudeness and arrogant manner. Because of his great ability he executed a master plan for taking all the British posts. During his campaign to arouse the Indians to action, he visited the combined Ottawa and Potawatome council held where Grand Rapids is now.

When the Indians returned to their villages they discussed Pontiac's plans. The Chippewas were to attack Fort Mackinaw, while the Potawatomes, St. Josephs, and Ottawas, under his command, would take Fort Ponchartrain at Detroit. The first move was made at Detroit on May 7, 1763.

Fort Ponchartrain was defended by 120 soldiers under Major Gladwyn, and 40 or 50 employees or fur traders who could help in the defense. Pontiac's plan was to enter the fort under the pretense of asking for peace, but a squaw had forewarned Gladwyn of the plan, so when Pontiac and his chiefs entered they found the whole garrison under arms.

When attacking the fort failed to bring results, Pontiac attempted to starve out the garrison by a siege that lasted until the middle of October.

In the meantime the fort at St. Joseph, where Niles is today, was attacked on May 25th. Of the 15 English soldiers stationed there, 11 were killed; the other four were taken to Fort Ponchartrain and exchanged for Indian prisoners.

It wasn't until June 4th that the Chippewas got around to taking action on Fort Mackinaw. It was the King's birthday so the Indians made believe they were celebrating by playing a game of lacrosse just outside the fort. A ball was knocked within the enclosure. As the Indians rushed in to retrieve it, squaws handed them tomahawks, and the attack was immediately underway. Alexander Henry was the only known Englishman to survive. He later wrote an account of it and his experience immediately following the attack.

After the fall of the forts at St. Joe and Mackinaw, the Indians concentrated their efforts upon Major Gladwyn and his fort. When autumn came the warriors were obliged to return to their hunting grounds to obtain food for the winter.

In August, 1765, the Chippewas, Ottawas, and Potawatomes signed a treaty, because by that time they were thoroughly tired of war and desired peace and the reopening of the fur trade. Pontiac himself gave his submission at another council held that same month. An Illinois Indian murdered Pontiac in 1769. The Ottawas and other tribes that had followed his lead took up arms to avenge the murder, and they almost exterminated the Illinois Indians.

Peace with the Whites did not remain long. The continued loss of the Indians' hunting grounds, many times by false treaties, and the disregard of many of their human rights, inflamed their hostility. Their cause seemed hopeless until the brilliant Shawnee Chief, Tecumseh, with his brother, the Prophet [Tenskwatawa], began in 1809 to unite the tribes east of the Mississippi into a confederacy. These two brothers were as different in appearance and personality as they possibly could be. Tecumseh's manner of talking was both graceful and captivating. His form and features were a model of physical manhood. He was systematic in his logic and took his time in executing his plans. The Prophet, on the other hand, was rash in his thinking, always demanding immediate action. In his personal habits he was cold and austere. He spoke with many gestures and screaming accusations. The Prophet, so called because of his visions, which he

shared with other Indians, became the voice of the Indian people. The Prophet and Tecumseh, who was born in 1768, probably near Chillicothe, Ohio, preached a doctrine of moral reform, separation from the whites, and preservation of the remaining Indian lands. Most important, Tecumseh adhered to his conviction that not even a chief could convey land without consent of all the Indians. Tecumseh and other Indians believed that the land was theirs, despite what Britain may have agreed to at the Treaty of Paris in 1783. On the other hand, the American government's goal was to develop all the land between the Ohio and Mississippi Rivers—the Northwest Territory.

While Tecumseh was in the South organizing the Indians there, the Prophet decided on November 7, 1811 to attack the forces of William Henry Harrison, Governor of the Indiana Territory and future President, at the encounter, known as the “Battle of Tippecanoe,” near Lafayette. Being forewarned, the Governor was waiting and ready for the attack. As a result the Indians were badly defeated.

Tecumseh and the Ottawas and Potawatomes joined the British troops under General Henry Procter at Fort Malden, on the Canadian side of the Detroit River. They drove the American general and Governor of the Michigan Territory, William Hull, and his forces out of Detroit without a battle. The defeat marked the only time an American city was surrendered to a foreign force. However, when Oliver Perry's victory secured Lake Erie for the Americans, Procter, Tecumseh, and the Indians retreated into Canada. There, at the “Battle of the Thames,” near Chatham, Ontario, Tecumseh was killed on October 5, 1813 and Harrison's forces were triumphant. This victory effectively eliminated any possibility of an Indian confederacy, and, along with the British evacuation of Mackinac Island, ended for good the British presence in Michigan. Okemos, a nephew of Pontiac, was said to be second in command to Tecumseh.

All the Indians in Grand Valley were engaged on the side of Great Britain, who encouraged the conflict. However, not all the Potawatomes and Ottawa chiefs were sympathetic either with Tecumseh's rebellion or to the English for whom he fought. Among these were Topenabee, the head chief of the Potawatomes, and Pokagon, who was second chief, and Waukazoo, who was mentioned before as being the head of a tribe of Ottawas at Holland.

Even though the Second Treaty of Paris in 1783 had ceded Michigan territory from Britain to the United States, it wasn't until the Jay Treaty of 1796 that England withdrew its garrison from Detroit, and it

wasn't until the Treaty of Ghent in 1814, ending the War of 1812, that the struggle over British control ended forever. The War of 1812 also closed the career and destroyed the power of the great League of Indians, consisting of the three tribes which had for more than a century exercised an important influence over the Indians of Michigan.

A series of treaties gradually shifted claims to the land from the Native Americans to the United States Government. The 1821 Treaty of Chicago included all the territory south of the Grand River, and took in most of the land out of which Ottawa County was formed south of the Grand River. Signed at Chicago by at least two Chippewa chiefs, some histories say more, it is estimated that 500 or 600 people gathered for the conclave, including women and children as well as men.

The Chippewas received nothing since they had previously sold their claim to this land to the other two tribes. The Ottawas were granted \$1,000 a year forever, and \$1,500 a year for a blacksmith, teacher, and a farmer. The Potawatomes were to receive \$5,000 a year annually for 20 years and \$1,000 for a blacksmith and a teacher.

After the Treaty of Chicago the Indians received annual payments from the government. Nearly all the money they received went into the hands of the fur traders.

One of the saddest and most shameful chapters in Michigan history was when the Potawatomes were forced to leave their homes and hunting grounds for new land in the West. The Indians were called for a council at Nalawassippi in St. Joseph County. A speaker by the name of Ketchum addressed the Indians, describing the land in the West which they were offering to them: “The timbered lands are generally the same as here and the prairie also, and an abundance of game, such as deer, otter, muskrat, mink . . . ,” which was far from the truth. The Indians refused to go, so Ketchum continued with his speech: “You say the whites want you to remain here. Now to show you that you are wrong in your impression, I will put the question to them and they shall signify the same by the uplifted hand.” So the question was put to a large assembly of whites, and all hands went up.

Red Bird, in reply for the Indians, said, “Father, you have heard our decision; we shall never go. The reason the whites lifted their hands is they are afraid of you. We will never meet in council again.”

Nevertheless 3,000 Indians assembled in Kalamazoo preparatory to their departure for the West. It was a long procession of broken hearted men, women, and

children that began the long journey. The old and feeble and little children rode in army wagons. The others walked. Soldiers were in charge and herded them along like cattle. They were taken first to Missouri, then to Kansas, and finally a large number settled in Oklahoma. A few were allowed to stay here. Among these was the family of the local Indian Pokagon.

The 1836 Treaty of Washington covered the land north of the Grand River and most of the Upper Peninsula. In all 12.5 million acres was involved, for which the Indians received 16.8 cents per acre. The Indians were to be paid \$18,000 annually for 20 years, for a total of \$360,000. The treaty with the Indians took place at Slater's Mission, where Grand Rapids is today. However, some of the chiefs, including Old Noontday and his son-in-law, Mexicinny, along with Rix Robinson, went to Washington, D. C. for the official signing.

In 1855 the government signed another agreement with the Indians. This treaty provided that \$75,000 be paid in annual installments of \$15,000 each in agricultural implements, carpenter tools, etc., and that \$35,000 be paid in 10 annual installments of \$3,500 each to the Grand River Ottawas. Also at this time the Ottawas and Potawatomes were given the privilege of becoming American citizens, upon renouncing their tribal relations.

Sometimes the attitude of many of the early pioneers toward the Indians was pleasant, but often it was considerably less enlightened. For instance, this statement appears in the *Historical and Business Compendium of Ottawa County, Michigan* [1892]: "It is folly to say that the Indian has a 'right' to keep any portion of the great Father's heritage as a hunting ground, supporting but a handful, when his pale-faced brothers are ready and willing to come in and make it support multitudes, to make the waste places glad, and the desert to blossom as the rose. The earth was made for man to use, not as a hunting ground for savages, and they must either adopt the customs of civilization or perish. Such is the hard but just and inflexible law, the survival of the fittest."

Not all the pioneers felt that way. Rev. Ferry, his wife, and his wife's sister, Mary A. White, certainly didn't. Mary White wrote one of her friends:

"You will naturally inquire whether, in our secluded state, we had fears of the Indians, portions of the Ottawa, Chippewa and Potawatome tribes being scattered about us. They looked up to Mr & Mrs Ferry as friends and treated us kindly. Notwithstanding it was sometimes startling of an

evening to see peering through the cracks of an unfinished part of the kitchen, large eyes and hear the cry, 'Buck-a-do' meaning 'hungry.' They visited us formally on New Years and expected the privilege of greeting with a kiss."

Mrs Ferry sometimes had to pick her way over Indians sleeping on her kitchen floor if she found it necessary to go to her children's bedroom during the night.

Captain Harry Miller reported the following: "The Indians were frequent visitors at our homes, coming in their native costumes, leggings striped gaily, moccasins, skirts and blankets. They made baskets of all kinds and shapes, many ornamented with porcupine quills in native dyes, some beadwork and tanned deerskin. Some times Chief Motspie was little better dressed than others, but tall, stately and graceful. They would say 'Indian hungry, wants bread and meat, very cold today, white man.'"

Mary Per Lee described the Indians she found when she stopped at Grand Haven in 1844: "Here we saw the Potawatome tribe of Indians, with their chief and his son. Many of them were handsomely dressed in the finest broadcloth embroidered as usual with beads and porcupine quills of various colors. The old chief had a plate of silver on his breast as large as a good-sized breakfast plate, with the figure of a wolf engraved upon it. They wear a deal of silver about their persons. Some dangle the plates tied to their hair between the shoulders, others had their coat capes ornamented with pieces as large as a dollar sewed closely together on the edge. The chief's son has a natural talent for music and played for us upon an instrument constructed by himself a tune of his own composition. To me there was little music in it."

These silver pieces Mrs Per Lee referred to were no doubt imitations of the silver medals given to Indian chiefs by the different presidents of the United States. Tecumseh and Mexicinny, son-in-law of old Noontday, each received one.

Rev. Ferry observed that the highest and noblest achievement to which the Indians of Ottawa aspired was to journey to the Osage country in Missouri and bring home an Osage scalp. It seems the Osage felt the same way toward the local Indians. It was a very dangerous journey and would often take six months.

Some of the Native American chiefs from Ottawa County were:

Crockery: Shiawasee, Sagenish, and Natawas.

Battle Point: Onamontapay [Old Rock], Magobie [Black Bird], also called Sigganocose, and his son,

Ahmoos, who resided in Ferrysburg from 1834 to 1836, Sophia and William Cobmosay [Cobmoussa], who also visited the Kirk Park area, Peenaceewaygeechick, Marheewaw, and Waymegwonce.

Spring Lake: Pannsigay.

Ferrysburg: Nanommadowba [Sitting Down] and Magobie [Black Bird], also called Sigganocose/Saginaw Coosco, and his son, Ahmoos, who also lived at Battle Point.

Grand Haven: Motspie and Ammoose.

Holland: Waukazoo and Messaube.

Grand Rapids: Nonoquahezich [Old Noonday], Mexicinny, and Okemos.

OTTAWA COUNTY

Although the Ottawa Indians occupied the land north of the Grand River, it was their presence in the area that gave the county its name. The Ottawas were known for their trading skills and ability to make beneficial transactions.

Ottawa was organized as a territorial county on March 2, 1831, and five years later it became part of Kent for judicial purposes. The eastern part of the county was surveyed in 1831, Zeeland, Allendale, Grand Haven and portions of Olive and Holland Townships were surveyed the next year, and the remaining territory south of the Grand River was surveyed in 1833. Ottawa County north of the Grand was not surveyed until 1837 and 1838. On December 31, 1837, Ottawa was organized as a separate county by an Act of the Michigan Legislature. At that time the county embraced the region as far north as Grand Traverse, and in 1844 Sheriff Griffin's jurisdiction extended to Mackinac. The Legislature at first divided the county into two townships Muskego [Muskegon] and Ottawa. However, in the same session Tallmadge Township, composed of Towns 7 and 8, Range 13, was formed out of Ottawa. Towns and Ranges were helpful in specifying precisely the location of different townships in Michigan. Ottawa County became its present size when Muskegon County was organized on February 4, 1850. By 1859 Muskegon County had split off and Ottawa had assumed its familiar configuration.

The first meeting of the Board of Supervisors was held at the house of Nathan Throop, in Grand Haven, April 12, 1838. Erastus Wilcox was chosen chairman of the board and Timothy Eastman clerk. Others elected were: Clark B. Albee, Register of Deeds; Edmund H. Badger, Judge of Probate; Henry

Pennoyer, Sheriff; supervisors were Timothy Eastman, Tallmadge; William Hathaway, Ottawa; and Erastus Wilcox, Muskegon. The first and only order of business was to select a county seat. The Board was adjourned after passing the lone motion "that the courts of the county would be held in the Village of Grand Haven until further ordered."

The Board's first resolution was challenged from the beginning, and on April 19, 1839 the State Legislature adopted a statute that the state government should appoint three disinterested persons to select a site for the seat of Ottawa County. They received \$3 a day for their work. In 1840 the County Commissioners, as the Board was called between 1838 and 1841, chose Warren City as the seat. Warren City had been platted in 1837 and was located on the Grand River west of the mouth of the Bass River in Robinson Township. The only thing located there in 1840 was a log house or two. It was destined to become nothing more than a "paper city," like several others in the county. Being selected as the seat could have meant instant success for Warren City and substantial profits for the eastern investors. However, the official business of the county continued to be conducted in Grand Haven.

The whole issue remained somewhat dormant for the next ten years. Then in the 1850s it began heating up again. Timothy Eastman platted Scranton [Eastmanville] on November 4, 1855. Ottawa Centre was recorded on November 9, 1855. River traffic was brisk and established river towns between Grand Haven and Grand Rapids, such as Eastmanville, enjoyed brisk business. Most commerce in and out of the county and the State moved by water. The advent of the railroad changed the way people and freight were transported. Eastman recognized the coming change, and decided to give "Scranton" a more advantageous position by platting it into a village and changing the name to Eastmanville.

At the January 8, 1856 meeting of the County Supervisors the issue of locating the county seat outside of Grand Haven again was on the agenda. Ottawa Centre, Eastmanville, and Steele's Landing [Lamont] were prime contenders, with Ottawa Centre having a slight lead because of its geographical location. A vote was taken at the October meeting and Ottawa Centre was chosen with eleven votes; Eastmanville received two votes and Grand Haven three. Still that vote did not end the matter, and the debate continued. Timothy Eastman put up 20 acres, appropriate buildings, and a cash award of \$1,500. Ottawa Centre offered

\$1,000 and a section of land. By now the debate had attracted other contenders. White River offered five acres and \$2,000, and an offer of 80 acres “to be divided among the Supervisors” was made to have the county seat moved to Georgetown Township.

The lobbying for different interests must have been intense. Another vote taken in October, 1856 reversed the first ballot and gave it to Eastmanville. Nevertheless, county business continued to be conducted in Grand Haven. In January, 1857 Eastmanville and Ottawa Centre each made very liberal offers, while Grand Haven came forth with a plot of ground set aside for county buildings; the jail already was there. In addition, Ferry and Sons, Clark Albee, and others pledged \$15,000 for the erection of county buildings. The board, by a two-thirds vote, decided to move the seat to Eastmanville.

Political heat continued to be applied to the supervisors, so the question was put to the voters at the 1857 spring election. Since every little village had hopes for itself, mutual jealousy brought a majority of 1,158 opposed to the removal from Grand Haven. Grand Haven built a courthouse, a wooden structure that served as the center of county functions until a majestic edifice replaced it in 1893. The whole scenario was repeated in 1858, but this time the supervisors voted to switch the county seat from Eastmanville to Ottawa Centre. The electorate at the October general election again rejected the question.

For the next six years the subject lay dormant. Then, in 1864, the Board of Supervisors once more addressed the issue, this time proposing that the seat be moved from Grand Haven to an unsettled section in Allendale Township. Ottawa County had assumed its present day boundaries in 1859, so this was another attempt to locate the seat near the geographic center of the county. And again the people rejected it. Salaries in the year 1876 for the county clerk were \$800; treasurer, \$1,200; and judge of probate, \$1,000.

[Thanks to Dr. David Seibold for his research on the subject of the county seat.]

PAPER CITIES

Financial speculation in the 1830s led to the development of several “paper cities” in Ottawa County. Some of these developments attracted a few people, such as Port Sheldon, and endured the years. Others, like Charleston, Ottawa, Ottawa Centre, and Warren City, simply didn’t survive the financial panic of the late 1830s. They were called paper cities because they existed, primarily, on

paper only. Plat maps, designed to attract settlers, showed dozens of building sites, commercial centers, parks, schools, and churches. In reality, no improvements were made and anyone trying to settle there was more likely to find thick woods and marshy land instead.

PARKS

The Michigan State Legislature in 1913 set up Highway Commissions for the counties. Each Commission also was charged with acting as “county park trustee.” Tunnel Park, north of Holland, was opened in 1929 and twelve years later the Commission acquired North Beach Park, in Ferrysburg. In 1957 the Commission weighed the possibility of expanding the number of parks. With that goal in mind, two years later it hired Richard Smallegan of Holland as the first Park Superintendent. He served until 1989. Under his leadership, the Commission designated five new County parks. In 1987 the County Commissioners created a Parks and Recreation Commission. John Scholtz of Grand Haven succeeded Smallegan as Superintendent.

Central Park [Grand Haven]

The block surrounded by Washington, Columbus, Fourth, and Fifth Streets served as Grand Haven’s first municipal cemetery in the city’s early years. In 1883 the City Council passed a number of resolutions to remove the bodies, considering the action a “public necessity to safeguard the health of the community,” and most of the dead were relocated to the more remote Lake Forest Cemetery. Through the efforts of the City Park Board, the Grand Haven Women’s Club, and the Garden Club, the park was sodded, shrubs planted, and walkways paved. The first fountain in the center of the park was purchased by the city through Gerrit Bottje’s hardware store for \$42.40 in 1901. It was replaced some years later by a fountain that originally graced the grounds of Sheldon’s Magnetic Springs [231 Washington]. Willard Sheldon placed the fountain at his new home at 321 Washington in 1890, and at some later date it was moved to Central Park.

Deer Park

Two-acre Deer Park in Polkton Township opened in 1959. It was the fourth park dedicated to public use in Ottawa County. The Park is located at the confluence of Deer Creek and Grand River [Section 11, Polkton Township].

Grand Haven State Park [The Oval]

See Resort Era.

Grand River Greenway

In 1995 the Ottawa County Parks and Recreation Commission convened a public meeting to discuss the establishment of a greenway along Grand River. By early 2008 a total of 839 acres had been set aside for the Greenway.

Kirk Park

Kirk Park, a 68-acre site on the shore of Lake Michigan, once was the site of a Boy Scout camp [see Camp Shawandosee]. Before that, it was part of Patrick McCarthy's 349-acre farm. Kirk Park, situated in Section 33 of Grand Haven Township, was named for Harry Kirk, a Grand Haven resident who helped bring the Boy Scout movement to the area. Kirk Park, which has 1,850 feet of lake frontage, opened in 1973.

North Beach Park/North Shore Park

Originally the site of the North Shore Cabana Club, developed by Harold Worm [Warm] in the 1920s, this 20-acre lake front property was purchased from Worm in 1941 and dedicated on July 4 as North Beach Park that year. The County Road Commission, then in charge of parks, spent \$7,854 for a large gravel parking lot, restrooms, concession-bathhouse, and a 40' x 60' pavilion. The Park, located in Section 18 of Spring Lake Township, includes 745 feet on Lake Michigan. In the 1930 Atlas the newly-established park was called Grand Haven Beach.

Pigeon Creek Park

Pigeon Creek Park was established in recent years with 282 acres adjacent to the 150-acre County Open Space area. The Park is located off Stanton Street between 120th and 126th Avenues [Section 3 of Olive Township].

Potawatomie [Pottawattomie] Park

Established and managed by Grand Haven Township, Potawatomie Park consisted of 21 acres on Potawatomie Bayou. Once the location of Camp Cheboygan and later used as a 4-H camp, the land was donated to the Township in 1989. Its entrance is off Comstock in Section 35 of Grand Haven Township.

Riverside Park

Established in 1959 by the Ottawa County Road Commission, Riverside Park was located at the end of North Cedar Drive in Robinson Township [Section 35]. It was the third park established by the County. Formerly the site of a gravel mining site,

the park consisted of 64 acres stretching more than 1,000 feet along the Grand River.

Rosy Mound Natural Area

Rosy Mound Natural Area opened in April, 2004, offering restrooms, a hiking trail from the paved parking area to the Lake Michigan beach that measures nearly three-quarters of a mile, and access to a classic Great Lakes dune system featuring towering wooded dunes, foredunes, a dune blowout, and a wide, undeveloped beach. Access to the Park is off Lakeshore Drive, just south of Rosy Mound School. Early Grand Haven settlers gave Rosy Mound its name because of the wild roses that covered its sandy surface. The Natural Area, situated in Section 5 of Grand Haven Township, covers 164 acres.

Tunnel Park

The first land acquired by the County for recreational use was George Getz's farm in Sections 21 and 28 of Park Township. The area became known as Tunnel Park because of the pedestrian tunnel cut through the dune. The 22.5-acre park was under the jurisdiction of the County Road Commission, which in 1913 was designated "county park trustee." The Getz farm was acquired 16 years later.

PASSENGER PIGEONS

The last of the passenger pigeons died in a zoo in 1914. *Memorials of the Grand River Valley*, written in 1877 by Franklin Everett, contained an account of these birds: "Part of Olive Township, now Port Sheldon, is one of the great 'Pigeon Roosts' of Michigan. These birds are to the last degree gregarious, in countless millions occupying the same region in the breeding season. Their numbers at these roosts defy competition; loading the trees with their nests, darkening the air in flight, and drowning all other sounds in the confused din of the coming and going flocks. Their feeding grounds may be 100 miles away. At all times, day and night, flocks are going and coming, the size of which staggers belief. About 1870 the writer was in Grand Haven and witnessed the return of a flock. It could not have been less than 100 miles in length, a continued, uninterrupted stream of life, which was two to two and one-half hours in passing.

"The feeding of pigeons is systematic. A flock alights in a field or wood, and then each pigeon examines the little space around it, and having exhausted it, flies forward, alights just in front. At first sight all would appear to be on the wing, so constant is the rising and alighting in advance.

There is nothing left when they have done their work.

“The killing of pigeons has been an extensive business in Olive. They are sent by carload to New York and other places.

“The pigeon is a queer bird. It hatches on brood and then always keeps an egg in the nest for the young ones to hatch. This is kept up the whole summer.”

“It is hard to realize that so many could become so few and then none at all.”

The pigeons became a desirable entrée in the last half of the 19th century, and they were shot and shipped from the area by the barrelful. By 1900 they were extinct.

PEST HOUSE

The area’s first medical facility opened in 1919, when William Hatton purchased the residence of Captain William Loutit at 114 South Fifth Street in Grand Haven and named it the Elizabeth Hatton Memorial Hospital in memory of his wife. Prior to that, physicians treated people in their homes, or the ill had to travel to Grand Rapids or elsewhere for hospital services. However, Grand Haven had a Pest House, where people with dreaded communicable diseases could be isolated as they tried to recuperate. The House was located in the vicinity of Wisconsin Street, approximately midway between Taylor and Ottawa, which in the 19th century would have been considered far removed from the city. Appropriately, there was a cemetery nearby. While adding a wing to North Ottawa Community Hospital in 1980, workers unearthed two tombstones from that cemetery. The markers were for the Jeltze Bakker family, including the father, mother, and two children, all of whom had died of smallpox.

PIERS

Chronology

1838 Congress was petitioned for a single pier and pier light to be erected at the mouth of the Grand River; U.S. Government purchased “Lighthouse Acre” from John Wright of Chicago.

1839 First federal lighthouse, called “Grand River Light,” was built on south side of the river under the bluff facing Harbor Drive. Nehemiah Merritt was the first lighthouse keeper.

1852 A severe storm on December 17 washed out sand from the northwest corner of the residence of the original lighthouse.

1855 The 1839 light was replaced by a new lighthouse, a square, stone structure with tower and

light 150 feet above lake level put on top of the bluff, above the previous structure. The 200-pound, revolving light, which could be seen 25 miles out, flashed every one and a half minutes; it had a French sixth-order Fresnel glass lens that cost \$4,000. The light was alternately fueled by sperm whale oil, kerosene, acetylene, and electricity. The keeper’s residence was included in the building.

1856 A revolving light replaced the clockwork mechanism in the lighthouse.

1857 A 1441-foot revetment was built along the south bank of the Grand River as early as 1857, using primarily wood, concrete, and stone fill.

1859 A French lens light was installed in new lighthouse building; it could be seen 40 miles. The south pier was extended 396 feet

1871 A newspaper clipping from October, 1983 quoted Coast Guard Ensign Jim Morrison that a wood-frame outer pier lighthouse was built in 1871 on a massive concrete foundation.

1871-1875 The fog horn house was constructed at what was then the end of the south pier within this time period.

1874 Work was completed on a 1,888-foot revetment on the north bank of the Grand River.

1881 A pier light on the south pier was erected 60 feet above water level; this steady bright light, called a beacon light, was visible eight to ten miles; on the north pier there was a private light of a steady red color on a cross pole visible for two miles.

1883 Construction of the south pier began; ultimately its length would be 1,151 feet. Large timber boxes were built, then set in place in the lake to form a “crib” in which large stones were placed. [October, 1983 *Tribune*.]

1887 The south pier was extended another 1,000 feet.

1893 South pier was completed with the additional extension of 119 feet.

1894 The north pier was extended a final 811 feet.

1895 The 1855 light was discontinued and replaced by a structure at the outer end of the south pier tower with an automatic fog signal. The south pier was extended 100 feet and the north pier 50 feet.

1897 The north pier was completed [October, 1983 *Tribune*.]

1905 By 1905 the pier had been extended several times, leaving the fog signal building about 600 feet from the end. This frame building was rectangular in shape. A wooden catwalk was constructed so crews could reach the building during stormy conditions. Long, wooden planks were nailed on the pier as a cap, giving it a boardwalk look. The beacon at the end of the pier was razed, and American Bridge Company fabricated and erected a steel plated conical light tower in its place. It was 39 feet tall from base to parapet and 51 feet tall overall; the original 6th order Fresnel lens was replaced by plastic.

1907 The new lighthouse was moved back 600 feet to its present position.

1910 The old lighthouse atop the bluff was torn down, and its masonry walls were incorporated into a two-story, 13-room house in which the lighthouse keepers and their families lived.

1921 Planks were ripped off the pier and large blocks of concrete were laid over the stone to form the current superstructure. The pole that supports the flasher on the north pier was built this year.

1922 A cast iron catwalk was installed to replace the earlier, all-wood construction. The fog horn house was sheathed with corrugated iron to prevent deterioration and moved to the end of the pier. The north pier was capped with concrete.

1939 The keeper's house on the bluff was vacated.

1954 Major repairs included 900 tons of steel piling set against both sides of the pier to replace the rotting timbers.

1956 The keeper's house on the bluff was sold.

1983 Major structural repairs included weatherproofing and a \$30,000 roof on the fog horn house.

1988 On November 25 the catwalk lights were turned on for the first time.

Lighthouse Keepers

Nehemiah Merritt, 1839-1847 [first keeper]

William Haucland, 1847-1849

George Torrey, 1849-1853

Peter vanden Berg, 1853-1858

Harm Miller (apparently a short term)

Jedidiah Gray, 1858-1861

J. Belger, 1861

Harry Miller, 1861-1875

Harry Smith, 1875-1883

Emmanuel Davidson, 1883-1900

Frank Fraga, 1900-1911

Joseph Kilgore, 1911-1920

Rolla John Paris, 1920-1922 [Acting Keeper]

Charles Bavry, 1922-1926

Nels Engberg, 1926-1939 [the last keeper]

Some information is missing or incomplete. It is possible that Harm Miller and Harry Miller are the same person, especially given the short time span between known keepers. No details were uncovered about Mr Belger.

Miscellaneous Items

Switches in the stone house on the bluff at one time controlled the foghorn and the light on the south pier. Later the pier beacon was maintained by the Coast Guard Aids to Navigation team. It activated automatically at night, while a \$12,000 electronic fog sensor controlled the foghorn. [*Chronicle*, July 29, 1987].

Technical data

The north pier light flashes every four seconds.

The harbor is 400 feet wide between piers.

No one has lived in the pier house since at least 1933.

The light on the cylindrical tower rotates red for 29 seconds and then flashes more intense red for one second, and can be seen 14 miles.

The south pier entrance light is fixed red and can be seen up to 10 miles.

The Coast Guard maintains the two south lighthouses, the flasher on the north pier, and the foghorn.

The U.S. Army Corps of Engineers supervises the navigational structure.

[Leon Howell, 9th District Coast Guard Group, Muskegon.]

PLANE CRASH

The area's only recorded airplane crash occurred on May 26, 1931. On that day George Ferris and a passenger, Claude Gildernoos, flew from Muskegon Airport to Grand Haven, where they "buzzed" the house at 8 Clinton Street, the home of fellow pilot Ray "Ducky" Swartz. Among the other people residing at 8 Clinton were the owners, Henry and Henrietta Abbinga and their son, Abel. The family joined other spectators who were watching the plane as it circled overhead and then, at 6:30 p.m., crashed through the roof of the Abbinga home. The pilot said engine problems caused the accident, but the audience disputed the claim. Fortunately pilot and passenger walked out the front door of the house,

uninjured. Mrs Abbinga, who was 80 years old, needed a sedative to calm her shaken nerves. The kitchen and dining room of the house were crushed, as were most of the furnishings in those rooms. Over 50 years later, when the house was being remodeled, a piece of the wing strut was found in the rafters.

POLICE DEPARTMENTS

City of Grand Haven

Grand Haven's first City Charter was adopted in 1867. The charter allowed for a police force made of an elected marshal and four elected constables, one from each of the City's four wards. Orson Vander Hoef was the first Town Marshal. Uniforms came about as a result of the Chicago Columbian Exposition. and the large number of travelers coming through Grand Haven at that time to board the Goodrich steamer and sail to Chicago. 1892 Arend Jan Klaver became the first uniformed policeman and was head of the law enforcement department. From 1892 on police officers were dressed in uniforms to improve the image of the town.

A new City charter was adopted September 1, 1914 that retained election of constables and justices of the peace in the same manner as prescribed by the 1867 charter. However, the new charter did away with the election of a Town Marshall and replaced it with the appointment of a Chief of Police. In 1913 the Common Council [City Council] named Anthony Pippel as Police Chief and Fire Chief, a dual role he held until he resigned for health reasons in 1931. Under his leadership, the Police Department purchased its first motorized vehicle, a converted touring car.

On May 15, 1932 Lawrence DeWitt was appointed Grand Haven Police Chief and served in that position until his retirement on March 1, 1955. Richard Klempel succeeded DeWitt and remained Chief until retiring in 1984.

From 1878 to 1936 the police station was in the City Hall on the southwest corner of Washington and Fifth Streets. The Fire Department also was located there. In 1937 both departments moved into a new \$67,169 police-fire building at 18 North Fifth Street.

In 1974 the police department had a roster of 22 men and women. The next year the police and fire departments moved into new facilities on the east side of City Hall, where they are located today.

City of Ferrysburg

The Ferrysburg Police Department was organized shortly after the city was founded in 1963. The police station was originally located in the Ferrysburg Fire Barn, which also functioned as the City Hall until the administrative offices were moved into the facility at 408 Fifth Street in Ferrysburg. William Kaufman was Ferrysburg Police Chief when the Ferrysburg and Spring Lake police departments merged in 1989. In the merger Spring Lake was designated operations headquarters and Kaufman served as Chief of the combined forces.

Spring Lake Village and Township

The first Spring Lake police force was a constabulary system consisting of a marshal and a varying number of constables. In 1941 John Cassock was Marshall, while there were four constables: William Robinson, Oral Vaughan, William Wagner, and John Griddle. After WW II, Spring Lake established a Police Department. The first Chief was Richard Levingstone, who served until December 31, 1964. In the early years Levingstone's office was located at 216 Prospect in Spring Lake [Levingstone's residence], but eventually it was moved to the Village Hall at 102 West Savidge. He was replaced by Leon Langeland when the Village officially set up its own Police Department on January 1, 1965. Langeland had served in various capacities with the Grand Haven Police Department and the Ottawa County Sheriffs Department from 1957 until he became Chief of the Spring Lake Police Department. Langeland stepped down as Chief of Police of the Spring Lake and Ferrysburg Police Department on July 10, 1993 after serving for 28 years. His position was filled by William Kaufman, who had been Police Chief of Ferrysburg before the two forces merged in 1989. Kaufman was Chief of Police of the Spring Lake/Ferrysburg Police Department in 1997. The police station headquarters remained in Spring Lake Village Hall.

[Much of the police department information was adapted from an unpublished article by Lauren Hafner.]

POPULATION SUMMARY

See Table in Appendix.

PORCUPINE (United States warship)

In 1934, the *Grand Haven Tribune* reported, "Buried deep in the sands of Spring Lake, near Grand Haven, prodding a fringe of her waterlogged and jagged hull above the abnormally low waters, lies all that

remains of the schooner, USS Porcupine, one of Commodore Perry's brave little ships in the battle of Lake Erie." The 83-ton, two masted schooner was built in Rhode Island and launched on April 15, 1813. It was 60 feet long, with a 17-foot beam. The ship's log recorded that on September 16, 1813, *Porcupine*, under the command of Midshipman George Senat [Senate], destroyed the British vessel *Chippewa*. The craft saw other action and also served as a hospital ship in the war. When the hostilities ended, *Porcupine* served as a boundary survey vessel until 1818. It next saw service as a revenue cutter until 1830, when the upper works were stripped and the vessel was refitted at Detroit. Renamed *Caroline*, it served as a commercial vessel and sailed to Grand Haven, with Harry Miller as Captain, with Rev. Ferry as owner. About 1855 the vessel was intentionally beached at the edge of Spring Lake, near Ferrysburg, on land owned by Thomas Ferry, then United States Senator. [*Tribune*, September 16, 1934 and correspondence from Lou Corsiglia.]

POST OFFICE

See Mail Delivery.

POTTER'S FIELD

Potter's Field as an area set aside in many cemeteries, including Lake Forest, for burial of the unknown and the indigent. The leading causes of death for persons buried in this section of Lake Forest were stillborn, 102; consumption, 72; summer complaint [an acute condition of diarrhea that attacks infants and young children during hot weather], 65; brain fever [an acute inflammation, usually of the brain], 52; lung fever [pneumonia], 46; and convulsions, 33. Other causes of death were drowning, advanced age, heart disease, bowel inflammation, croup, typhoid, cancer, cholera, childbirth, and diphtheria. [*Tribune* article, "Curiosity leads woman to Grand Haven's past," February 19, 2010.]

RAILROADS

#1223 Pere Marquette Engine

The Pere Marquette Steam Locomotive is a Class N-1-2-8-4 Berkshire Locomotive. 1223 is the number assigned to this locomotive by the railway. It was part of the series 1216 through 1237, built by the Lima Locomotive Works of Lima, Ohio in 1941. Class N-1 is the model number assigned by the builder and 2-8-4 is the wheel arrangement of the 1223: two wheels on the lead truck, eight drive wheels in the middle, and four wheels on the trailing truck. The name Berkshire became associated with

this type of locomotive when the Boston & Albany Railroad successfully tested its original design in the Berkshire Mountains.

The original design of the Berkshires was done by the Lima Locomotive Works in its effort to achieve the next level of steam power and efficiency in a locomotive. By being the first commercially available locomotive with a four-wheel trailing truck used to support the extra weight of an enlarged firebox, the Berkshires became the salvation of many railroads at a time of fierce competition from within the railroad industry and from the growing

trucking industry. Pere Marquette purchased 39 Berkshires in three separate orders between 1937 and 1944. The 1223 was part of the order placed in 1941. The Berkshires were restricted to two mainline routes because of their weight. They were used on the Detroit-Grand Rapids-Chicago route and the Saginaw Toledo routes. Weak bridges and sharp curves prevented their use on the balance of the Pere Marquette system. Even with these restrictions, the Berkshires excelled at what they were intended for, to move high volumes of heavy freight at high speeds. This allowed the Pere Marquette marketing department to establish and promote its "Over-nighter" service between Detroit and Chicago. The Berkshires also contributed greatly to the war effort during WW II by moving large amounts of materials in record times.

The Berkshires continued to serve the Pere Marquette until the railroad industry turned to diesel engines in the early 1950s. The 1223 was removed from service in December of 1951. As the diesel-electric locomotives continued to displace the steam locomotives, more and more steam locomotives were sold for scrap. The 1223 came within one step of being cut up by the scrappers' torch when it was moved to the scrap line in New Buffalo, Michigan. It remained there until 1960, when the Chesapeake and Ohio Railway donated it to the State of Michigan to display at the State Fairgrounds in Detroit. The locomotive was repainted and moved to Detroit where it was a popular attraction. As the years passed, the novelty of having the 1223 faded and the years of neglect began to show. In 1980, fairground officials decided they were no longer interested in maintaining the locomotive and it was in the way of a planned grandstand expansion. State officials received six offers and the 1223 originally was awarded to the Illinois Railway Museum. This decision was protested by many people in Michigan, who felt that since the 1223 was donated to the State of Michigan, it should remain in the state. State

officials agreed, and the 1223 was awarded to the City of Grand Haven.

Then began the monumental task of moving a 400-ton, 101-foot long locomotive and tender, which had not moved in 20 years, across the state to Grand Haven. The Grand Trunk and Chessie System Railroads agreed to move the engine from Detroit to Grand Haven if the city could get it to a siding. The Michigan National Guard came to the rescue and agreed to move the 1223 to a siding as a training exercise. The move was successful, and the 1223 arrived in Grand Haven in August, 1981. Some of the major work performed by volunteers included the removal and restoration of the cab, replacement of the boiler jacket, and repainting the locomotive and tender. [Adapted from an article written for the *Grand River Packet* by Scott Braginton.]

Detroit & Milwaukee Railway/Detroit, Grand Haven, & Milwaukee Railway Co./Grand Trunk Western Railroad

A chapter of Western Michigan railroading history was written at mid-day on a Wednesday in October, 1979, when the last Grand Trunk Western freight train ever to visit the Tri-Cities area rumbled out of Spring Lake, heading for busier depots and tracks. According to Graydon Meints, in the beginning it was a very small railroad. Chartered in 1834 as the Detroit & Pontiac Railroad Company, it completed its first line in 1838 with service from Detroit to Royal Oak. As authorized by the Michigan Legislature on February 13, 1855, the Oakland and Ottawa Railroad merged that year with Detroit and Pontiac to form the Detroit and Milwaukee Railroad Company. The new company reached Spring Lake on September 1, 1856. Service to Ferrysburg, and Grand Haven was inaugurated on November 22, 1858. The distance from Detroit to Grand Haven was 186 miles. Detroit & Milwaukee Railway Company went into foreclosure on October 24, 1860, and it was reorganized as the Detroit & Milwaukee Railroad Company, with the Great Western Railway of Canada taking a controlling interest. In 1878 the line went into receivership again, and was sold at foreclosure to the newly-incorporated Detroit, Grand Haven, & Milwaukee Railway. The Great Western Railway of Canada retained control until February, 1883, when it merged with the Grand Trunk Railway of Canada. The company merged in 1928 with Grand Trunk Western.

Grand Trunk Western operated successfully throughout Western Michigan. In 1868 Grand Haven voters agreed to give the railroad company \$52,000 to build a track from Ferrysburg to the foot

of Washington Street. As a result, the Grand Trunk Western Depot in Grand Haven, located at Harbor and Washington Streets, opened on January 1, 1870, so that passengers no longer had to be ferried across the river from the railroad village developed at the base of Dewey Hill. Freight trains didn't take advantage of the new track until six months later. The new depot originally included an attached large freight warehouse. To lay track on the south side of the river, train equipment was ferried across, track laid to the shoreline, and sand was brought into the city to make a solid bed in the marshy areas. At the same time the familiar railroad bridge, west of and parallel to the bascule bridge, was built to connect with the new track. New docks were built near the Depot to make connections with steamships headed for Milwaukee and Chicago.

In recent years, railroads fell on hard times in less populated areas. Competition from other modes of transportation, especially cars and trucks, took business away. In 1955 the last passenger train departed from the Grand Trunk Depot, and in early 1975, the Grand Trunk Western requested permission to completely abandon 21.5 miles of track from Coopersville to Grand Haven, ending freight service, too. In October, 1979 the last Grand Trunk Western freight train ever to visit the Tri-Cities area rumbled out of Spring Lake, heading for busier depots and tracks.

Muskegon & Ferrysburg Railway

The Muskegon & Ferrysburg Railway Company started to lay 17 miles of track between Muskegon and Ferrysburg in 1868. L. G. Mason was President, Frederick A. Nims, Secretary and Attorney, and Major Davis, Samuel R. Sanford, A. Rodgers were among the Directors. The line started carrying passengers in December, 1869, and was the first railroad to go into Muskegon. The company consolidated with Michigan Lakeshore Railroad Company in 1869.

Michigan Lake Shore Rail Road Company

On February 5, 1869 the Michigan Lake Shore Rail Road Company was incorporated in Grand Rapids with a capital of \$500,000, with the intent of operating 22 miles of track between Ferrysburg and Holland, primarily for logging purposes. A few months later it merged with the Muskegon & Ferrysburg line and the Allegan & Holland line to form the Michigan Lake Shore Company. Ransom Gardner of Kalamazoo was President, A. J. Kellogg of Allegan was Secretary and Treasurer, and George Goss, also of Allegan, was Supervisor. The line between Muskegon and Ferrysburg was opened in

December, 1869, and the next August service was open from Muskegon to Allegan. The company was sold at foreclosure in 1878 to the Grand Haven Railroad Company.

The Muskegon & Ferrysburg Railway, begun in 1868, laid 17 miles of track between Muskegon and Ferrysburg. L. G. Mason was President, Frederick A. Nims, Secretary and Attorney, and Major Davis, S. R. Sanford, A. Rodgers, and others were directors. The company consolidated with Michigan Lakeshore Railroad Company in 1869.

Chicago & Michigan Lake Shore Railroad

On April 23, 1869, a company was organized at St. Joseph, Michigan, called the Chicago & Michigan Lake Shore Railroad Company for the purpose of building a railroad from New Buffalo northward along the western shore of Lake Michigan. The work of laying the track began in St. Joseph. The grading was rapidly carried southward from there and on February 2, 1870, the road was completed to New Buffalo. Subsequently it was built northward from St. Joseph, being completed to Grand Junction, in Van Buren County, on February 28, 1871, and to Pentwater on January 1, 1872.

In the next few years Chicago & Michigan merged with other railways, such as the Lake Shore Railroad Company of Western Michigan, Grand Rapids & Lake Shore, and others. The company went into receivership on November 11, 1876 and two years later was sold at foreclosure to Chicago & West Michigan.

During the early years the railroads operated at a loss. They depended upon lumber, and found it difficult to compete with the lake boats as a means of transporting it. The Chicago & Lake Shore ran up a deficit of \$466,815.76 in the three years it was in operation between 1869 and 1872.

The first engines burned wood as fuel, and great piles of it could be seen along the tracks where the engines stopped and loaded their tenders.

Grand Haven Railroad Company

On October 15, 1878, with capital of \$800,000, the Grand Haven Railroad Company purchased the Michigan Lake Shore Rail Road, which owned track between Allegan and Muskegon, going through Grand Haven. The officers of the Grand Haven Company were James W. Converse of Boston, President; C. C. Converse, Secretary; and Fred H. May. May was Manager and resided in Allegan. Three years later the line was extended to Battle Creek. The company merged on July 16, 1881 with the Chicago & West Michigan Railway Company,

comprising four former lines: Chicago & West Michigan Railway Company; Boston, Muskegon, Grand Rapids; Grand Rapids, Newaygo, & Lake Shore; and Indiana & Michigan Railroad. At the Ferrysburg station, where the Detroit, Grand Haven, and Milwaukee line joined the Chicago & West Michigan Railroad, passengers and freight were transferred. The Chicago & West Michigan ran south to Holland and New Buffalo, where it joined the Michigan Central. The company was sold at foreclosure on March 28, 1917 to Pere Marquette.

Detroit, Grand Haven & Milwaukee Railway Company

In 1878 Detroit, Grand Haven & Milwaukee went into receivership, and was sold at foreclosure to the newly incorporated Detroit, Grand Haven, & Milwaukee Railway. The Grand Trunk Railway of Canada retained control. The company merged in 1928 with Grand Trunk Western.

Chicago & West Michigan Railroad Company

On July 16, 1881 the Grand Haven Railroad Company merged with the Chicago & West Michigan Railway Company. Officers of the new company were Boston resident Nathaniel Thayer II, President; Charles Merriam, also of Boston, Secretary and Treasurer; George C. Kimball of Grand Rapids, General Manager; and Frederick A. Nims from Muskegon, Attorney. The Chicago & West Michigan ran south to Holland and New Buffalo, where it joined the Michigan Central. The company was sold at foreclosure on March 28, 1917 to Pere Marquette.

Pere Marquette Railroad Company

The Chicago & West Michigan Railroad Company, which had a line running south to Holland and New Buffalo, where it joined the Michigan Central, in 1891 took control of the Chicago & North Michigan Railroad Company, which provided service as far north as Bay View, near Petoskey. On March 28, 1917 Pere Marquette, which was incorporated in 1899, bought the Chicago & Western at a foreclosure sale.

By 1929 the Chesapeake & Ohio Railway Company had a controlling interest in Pere Marquette, and by April 1, 1947 the two companies merged under the C & O name, later becoming CSX.

Grand Haven Street Railway Company

See Interurban.

Grand Haven & Southeastern Railway Company

The Grand Haven & Southeastern Railway Company was incorporated on November 4, 1897 with capital of \$100,000. It owned four miles of track, going from the City of Grand Haven to the north line of Grand Haven Township.

Grand Rapids, Grand Haven & Muskegon Railway Company

About 1902 the Grand Haven Street Railway Company was bought out by the Grand Rapids, Grand Haven, & Muskegon Railway Company, which had been incorporated on March 6, 1899. The company owned about 44 miles of track. The first Interurban run was made between Grand Rapids and Muskegon on February 8, 1902 and to Grand Haven on June 18 the next year. On July 13, 1903, the Grand Haven trolley line was connected with the Interurban so that passengers could ride from Grand Rapids to either Fruitport and Muskegon, or transfer at a junction near Fruitport and continue on to Spring Lake, Grand Haven, and the waterfront. In the country, the interurban engines were powered by a third rail, operating at 600 volts, but in Spring Lake overhead lines were used. The track crossed the Grand River at the bridge connecting with the Sawdust Road, down Third Street, and onto Washington and out to the lake. The Grand Haven Interurban terminal was located at 22 Harbor Drive, behind what was then the Gildner Hotel, later Kirby's Grill, and the Spring Lake terminal was built on the northeast corner of Savidge and Jackson Streets. With the advent of better roads and highways and the popularity of "motor busses," the line to Grand Haven was discontinued in October, 1926, and the business was officially closed on April 18, 1928. One of the bus companies, Shore Line Motor, began service to Chicago from Grand Haven in December, 1926. The round trip fare was \$7.00. However, for awhile the company added bus routes of its own between Grand Haven and Muskegon and continued to operate the Interurban electric cars at peak periods.

RESORT ERA

Port Sheldon

Port Sheldon was the first wildcat town in Michigan. In 1835 some New York and Philadelphia capitalists, who called themselves the Port Sheldon Company, purchased about 600 acres of Government land around Pigeon Lake in today's Port Sheldon Township for \$1.50 an acre. Presumably the lake was named for the many passenger pigeons which frequented the area, and would later be exterminated. The developers arrived

in a vessel loaded with provisions, stores, and houses ready to be set up. They brought about 40 men, including directors, superintendents, surveyors, and engineers. The group laid out a city of 142 blocks with 22 lots in a block on the north side of Pigeon Lake, where Consumers' Energy later was located. Seven lots were set aside for churches, one lot was for a fish market, two for other markets, four for a railroad depot, four for a city hall, and one for a schoolhouse. They had at first hoped to carry out their plans in Grand Haven, but were unsuccessful in undermining the holdings of the Grand Haven Company, which even owned the land along the banks of the Grand River.

The Port Sheldon Company improved the harbor and laid piers out into the lake. A railroad was laid through the city and out into the woods. Good roads were built to Grand Haven and Grandville at a cost of \$10,000. The developers built a lighthouse at a cost of \$20,000, which operated for two years, a \$20,000 "state of the art" steam sawmill, and a beautiful boat and yacht club. Their 29-room hotel, known as the Ottawa House, was built at a cost of \$40,000, and opened on December 1, 1838 with eight guests registered. It was 60' x 120'. There was also a \$10,000 office building, a \$10,000 store, and 15 small dwellings. Dr. Scranton of Eastmanville was the first physician to serve the resort.

The second year there were about 300 inhabitants, mostly supported by the Company, when the total population of Ottawa County was reported to be 280. The small opening from Pigeon Lake to Lake Michigan could not be maintained, so ships were unable to dock. In 1838 the Michigan Legislature authorized Thomas C. Sheldon, Thomas Fitzgerald, Theodore Romeyn, E. P. Deacon, and Alexander H. Jaudon [Landon] to seek subscriptions [investments] for \$250,000 as capital to form a Port Sheldon and Grand Rapids Railway Company. A depot was built, and about three miles of track were laid east toward Port Huron. Interestingly, Jaudon was the purchaser of large amounts of acreage [720] in Olive Township on August 10, 1841 at the same time he took title to more than 117 acres in Grand Haven Township. Sheldon and the others are not mentioned, although they are noted as buying large amounts of land in southwestern Michigan at that time.

After several years the hotel and 30 lots were sold for less than the cost of the paint and glass used in constructing the building. The imposing pillars later became a part of the Art Museum building in Grand Rapids.

Spring Lake House

A Professor Winchell from the University of Michigan was a guest of Hunter Savidge early in 1870. Winchell believed that there were salt deposits under the entire state. With that impetus, Aloys Bilz, Hunter Savidge, Allan Adsit [Allen Adsit], and Robert Haire founded the Spring Lake Salt Company. This business was located next to Hunter Robbins's estate on the Hopkins Mill Site, north of Liberty Street [Block 2 of the original plat]. The owners bought drilling equipment from the Hopkins and Hancock Sawmill and commenced boring for salt. Instead, they found magnetic mineral springs at a depth of 200 feet. The company disbanded and next year the same group built the Spring Lake House, a beautiful mineral spa, to take advantage of the spring's medicinal effects. The resort hotel was located roughly between Cutler and Rex and north of Liberty Street, and extending to the shores of Spring Lake [Block 2 of the original plat]. Just to the west was the Cutler and Savidge Sawmill. The hotel, which cost \$70,000 to build, consisted of 74 rooms, with another 30 rooms in adjoining cottages, providing room for 250 guests. Bowling and billiards were also offered. The grounds were made attractive by the addition of fountains, flowers, shade trees, and a well-trimmed lawn. The bathhouse, built over the spring, was nearby.

Owners claimed, "Bathing in this water is a luxury. It is perfectly cleansing without soap, and remarkably strengthening." However, a letter printed in a Grand Haven newspaper on July 4, 1872 shed a different light: "Your correspondent visited the famous Spring Lake well a few days since, swallowed some goblets of the brackish water which is pumped out of the bowels of the earth for the healing of Spring Lakers. They seem to consider it a solemn duty to drink large quantities of the stuff, and to insist that they like it. Most of them get so they can swallow it without making faces, but all look very serious as they gulp down the slightly salty, insipid liquid." ["The Saratoga of the West," by John Dryhout, Fall, 1964 *Quarterly Journal of the Great Lakes Historical Society.*] The Savidge family was the primary owner of the resort. The hotel was destroyed by fire on June 16, 1916.

Pomona House [Fruitport]

A similar discovery of mineral springs in Fruitport opened the way for a syndicate headed by A. E. Ball of Chicago, called the Fruitport Sulphur and Magnetic Springs Company with capital of more than \$500,000. The group built the first great hotel, the Pomona House, in 1870, a year before the Spring Lake House and two years earlier than Sheldon's

Magnetic Mineral Springs. They had visions of a health "spa" with curative mineral waters and baths. The hotel was built of white brick, trimmed in brownstone, four stories high, and cost about \$100,000. A tall cupola rose at one end and wide porches, beautiful grounds and luxurious furnishings made it a place sought by many wealthy Chicagoans. This was the same time that the Spring Lake House and Sheldon's "Saratoga of the West" in Grand Haven were in operation. The Pomona House burned four years later and was rebuilt immediately, only to burn again in 1881, not to be rebuilt.

An advertisement in the Grand Haven Herald on June 29, 1872 claimed, "The water has proved efficacious in numerous cases of the following diseases PARALYSIS, INCIPIENT CONSUMPTION, RHEUMATISM IN ALL ITS FORMS, DEAFNESS, ANEMIA, DYSPEPSIA, NEURALGIA, FEMALE IRREGULARITIES, ONE OF THE BEST REMEDIES, DROPSY, HEMORRHOIDS, PILES, GENERAL DEBILITY, ORCHROMIC DIARRHEA, ACUTE OR CHRONIC INFLAMMATION OF THE EYES. ALL URINARY DISEASES, ASTHMA, CHRONIC BRONCHITIS AND ALL DISEASES OF THE SKIN."

At or near this site the once familiar Pomona [Fruitport] Pavilion was constructed on the waters of Spring Lake. It was the scene of many dances during the 1930s and 1950s to the rhythm of the "Big Bands." The pavilion burned down in 1963.

Magnetic Mineral Springs/The Norris [Grand Haven]

In 1871 a similar discovery of "magnetic mineral waters" with strange healing powers was discovered in Grand Haven and started that city's tourist industry. The mineral waters long ago ceased to be popular, but tourism continued as an important part of the area's economy.

Highland Park

Highland Park, an historic conservancy district in Grand Haven, began more than 100 years ago as a summer resort in the sand dunes south of the mouth of the Grand River. At Highland Park the shifting dunes are home to many different trees, ferns, and myrtle, and inhabited by black and grey squirrels, raccoons, birds, skunks, pets, and people. The story of Highland Park began in the 1880s, when Grand Haven and other towns along the west coast of Lake Michigan became favorite destinations for the comfortable classes in the Midwest, as they sought to escape humid summer heat in Detroit, Chicago,

and St. Louis. Within seven years of the end of the Civil War, Grand Haven, Spring Lake, and Fruitport were well known as watering holes for those who believed in the curative powers of the magnetic mineral spring waters. The Pomona House in Fruitport, the Spring Lake House, and the Cutler House in Grand Haven were thought to rival Mackinac Island's Grand Hotel. Increased leisure time and spreading affluence brought summer visitors to the shores of Lake Michigan and Spring Lake.

In 1886 a group of local citizens formed the Highland Park Association with the purpose of building a summer resort on land leased for a dollar a year from the City of Grand Haven. In 1887, the first cottage was completed, Loch Hame, situated across from the Khardomah Lodge on Lake Avenue and noted in recent years for the beech tree growing through its front porch.

Charter members of the Park Association included Grand Haven lumber baron Dwight Cutler and the town leaders with names like Bottje, Boyce, Walkley, Vander Veen, and Kirby. Other founding members were summer guests from Chicago and St. Louis. By 1917 and World War I, about 107 cottages had been built, often under difficult circumstances, since there were few roads and lumber had to be carried by hand to the dunes' crests. Later the number of cottages declined slightly, mostly because of the extension of Lake Avenue to the beach and the resulting loss of building sites. The extension also split Highland Park in two.

At the start of the 1900s, travel to Grand Haven was easy aboard the stately passenger steamers of the Goodrich Line. The Pere Marquette and the Detroit & Milwaukee [later known as the Grand Trunk] railroads brought visitors from the south and east. In 1895 local doctor Stephen Monroe started the Grand Haven Street Railway Company, with a steam-powered streetcar that shuffled resorters and day-trippers out to the park where the Company also built a dance pavilion and public beach house. In about 1904, the Grand Rapids, Grand Haven, and Muskegon Railway reached Highland Park, providing fast, cheap transportation between Highland Park and Grand Rapids.

Nearly all the Highland Park cottages were meant for summer living. Walls were wood frame without insulation and today many of these cottages still are only habitable in the warmer months. At first necessities were delivered daily to each cottage. Since there were no street names and no street numbers, the cottages were known by distinctive

names, such as Highland Castle, The Wickiup, Oriole Cottage, and Merry Mac. August Boseker, a German immigrant who settled in Grand Haven, built many of the original cottages. Captain Jack Walker, a retired sailor, operated the first beach pavilion and ice cream concession until Boseker bought him out. Each summer a pier was built out into the lake where boats could be rented. Day trippers could also rent the latest styles in bathing suits for about a nickel.

Through the years an owners' association fought to preserve Highland Park's unique character. Printed regulations for the 1914 season discouraged cottagers from bringing their cats, always a threat to bird life. At the same time, firearms were to be discharged only on the beach, not in the park. After the old city lease expired, cottage owners were allowed to buy their lots in the early 1950s. More recently, the Association fought a successful battle to prevent construction on undeveloped lots within and near the park.

A 1982 historical survey of Grand Haven by an outside consultant described Highland Park as a singular neighborhood within the city, perhaps unique within the State of Michigan. The Park's most significant characteristic was said to be ". . . the relationship of its cottages to the natural dune environment. The contrast of the density of development on the dune ridges with the pristine forest of the slopes and valley creates an intimate and recreational and educational resource."

Invariably cottages changed hands from time to time. Each year the names of new members appeared on the Association membership list, and the names of former members were deleted. E. Stein and L. Rich, Robert Mare, Phoebe North, and William Kimball, whose cottages had been owned by family members since the early days of Highland Park, sold their cottages

As new owners purchased cottages and older owners modernized and winterized theirs, the Highland Park Board of Directors strove to preserve and maintain the natural environment and the esthetic character of the park. They wrote letters and voiced their concerns privately and at meetings, reminding the members that it was always the desire of the Association to maintain the character of the park. They requested that remodeling or additions to cottages be in harmony with the natural setting, and that owners not alter the environment by cutting down trees and shrubbery, removing sand and ground cover, or filling in the deep ravines.

In January, 1986 the Grand Haven Historical Commission named Highland Park an Historic Conservation District. In April the same year the 18-acre Highland Park Summer Resort was added to the State Register of Historical Sites as one of 1,200 such sites in the State of Michigan. This was the result of the work done by the Environmental Committee of the Highland Park Association, the Historical Commission of the City of Grand Haven, and several interested individuals.

The Board of Directors decided to have a combined celebration in honor of these two historic events, the historical designation and the 100th anniversary. The event was held in the small park between Harbor Avenue and Highland Drive on Saturday, August 9, 1986 at 8:00 p.m. At the ceremony a plaque was unveiled to commemorate the occasion. Special awards were presented to Helen Boer, who had written a history of Highland Park, and Paul Haviland and Bill McGrail who donated the money for the plaque. Members renewed the friendly sociability that was once enjoyed by Association members in the olden days, when the "cottagers" gathered each evening at the dance pavilion and the ice cream store, or picnicked in the little park or strolled the boardwalk running along the lakefront and Harbor Avenue to watch the sunset.

Something new was added to the park in 1988. The old manager's office on Highland Drive was turned into a store named "Park Place." It stocked notepaper, greeting cards, newspapers, and many other items. The store was the idea of Board members Anne McGrail and Donna Spicuzza. Members were asked to volunteer to work in the store. The profits from the store went to the Association. The next year Arthur Schultz, who had retired as Park Caretaker, a position he had held for 17 years, was honored at the Annual Meeting.

Bertha Fase, daughter of August Boseker and lifetime resident of the area, recalled the early years: "We never had time to get bored! Summer was our favorite time of year and our busiest, since life centered around the tourists who came regularly year after year to Highland Park. Without running water, electricity, or good roads, there was always something to do. My sister Edna and I stayed home to answer the door, since father was usually out with renters looking at cottages or managing the beach store we owned, call 'The August Pavilion.' Bathing suits and towels could be rented, and snacks were for sale.

"Father built a dock that went out into the lake for boats to tie up during the summer. He also planned

the weekly Sunday afternoon band concerts that drew a large gathering.

"Our family, the Bosekers, had a large garage near the present site of the chapel at Lake Forest Cemetery. Many automobiles [about 30] were stored in that garage since the road ended there and residents had to walk to their cottages. There was a man who stayed there and moved the autos when residents needed them for day trips.

"Next to the garage was a shed used for storing ice to be delivered to the Highland Park area. Every morning orders were taken for such things as ice and grocery items and delivered in the afternoon. Gerrit Ekkens's store [208 Washington Street] did a great business in Highland Park during the summers. I remember selling flowers with my aunt in the summer, too."

Chicago resident Thomas F. Otley formed the Highland Park Tennis Association in 1906, because he loved the game and the youth that played it. Leon Harburger and Eldred G. Bentley [born in 1875] assisted in organizing the club. The organization functioned for 32 years under Otley's leadership. The Highland Park Association added the Highland Park Tennis Club in 1922, nestling the two courts between the dunes, and held tournaments under the auspices of the newly formed U.S. Lawn Tennis Association. Two grass tennis courts were built in a sheltered area, and these attracted world class players until the 1950s. As one of the oldest facilities in West Michigan, the courts of the Highland Park Tennis Association had a long-standing tradition of supporting many family, association, and pre-tournament matches.

Highland Park Junior tournaments were played here starting in 1926 and ran for the next eleven years. The tournaments, which drew top players from the United States, were played according to rules of the U.S. Lawn Tennis Association, which sanctioned the tournaments. Each year Otley donated the coveted "Otley Cup" to the tourney champion. The list of tennis stars who played at Highland Park is endless. Among the stars who went on to make the U.S. Davis cup teams were Don Budge, Gene Mako, and Hal Surface.

Writing for the *Grand Haven Tribune* in 1948, Clarence Poel lamented the death of Thomas Otley: "The heart of tennis in Grand Haven stopped beating January 27, 1938 when Thomas F. Otley, founder of the Highland Park tennis club, died suddenly at his home in Chicago at the age of 61. Since the godfather of tennis passed on, this fine sport has

declined and few outstanding players have been developed in the past ten years.”

Succeeding Bentley and Otley, Morris Griep assumed responsibility for the courts, promoting their care and scheduling tournaments during the 1950s. It was during this period that a 16-year old Bobby Riggs played a warm-up tournament on the already historic courts prior to participating in the Junior Davis Cup in Kalamazoo. The 1960s saw the courts fall into disrepair after Griep’s death, and they were neglected for many years. Planning began in 1979 to rebuild the courts. Joe Finnegan guided a 12-member group that spearheaded an effort to resurface them and add new bleachers and fencing. Many individuals well known in Grand Haven devoted time and energy to the Tennis Club over the years, such as Miller Sherwood, Harold Scholtz, Julian Hatton II, Paul Boyink, and Joe Zeiment. A new club was formed in 1988, with each of the 42 members contributing \$1,000 to the new tennis courts. The courts, although limited by size, were actively utilized by members, families, and their guests, thus continuing the history and heritage of Highland Park and the Cottage Association. The Grand Haven Park and Recreation Board was sent a proposal by the Association to help renovate or purchase the old tennis courts. In 1988 a special meeting of the Association approved the purchase of the tennis court. A special assessment of \$25 per cottage owner was passed to help pay the cost of the purchase. The next year Association dues were raised to \$175 to defray the cost of the necessary repairs and renovation of the Park, the tennis court were restored, and a new tennis club was formed. Each year boardwalks, sidewalks, steps, and railings needed to be replaced or repaired, along with other improvements.

Khardomah Lodge [Grand Haven]

As far back as 1872, Grand Haven residents James P. Brayton and his wife, the former Mary S. Albee, bought a piece of land near Lake Michigan for \$495. The next year they built a cottage and gave it the name Khardomah. James Brayton died in 1912, and his second wife, Emma M. Sanford, daughter of Grand Haven pioneer Isaac Sanford, sold Khardomah for \$2,000 on January 10, 1919 to Susan Hill Yerkes, who was co-headmistress with her sister at Akeley Institute until it closed in 1926. Susan’s sister, Mary Helen, had an interest in Khardomah as well. The sisters hired August Boseker, who lived across the road, to add 13 bedrooms and a dining room. They then operated it as a lodge in the summer and kept the dining room open during the winter. Otto Nuchterlein and his

wife purchased the property from Yerkes around 1925 and converted it to a lodge. Unfortunately, the depression and falling revenues led to foreclosure of the property, and in 1937 the bank sold it to Jennie Smith and her husband. About that time rooms rented for \$2.50 a night, and home-cooked meals were available to the guests. Mr Smith died in 1942, and in 1945 his daughter, Helen Unger, who managed the Lodge until 1984, joined her mother in running the popular establishment. Mrs Smith, who died in 1973 at the age of 91, continued to help out until she was in her 80s. Unger also was assisted in the operation by her sister, Lucille Davis. In 1984 Carol and Steve Loftis bought the 15-room Lodge, insulated it, and added a great room. They discontinued the food service, except for a continental breakfast. The Loftises, in turn, sold it in 1998 to Patty Rasmussen and Mo Rave, who were from Rockford, Michigan. The new owners, the sixth since 1873, were committed to retaining the Lodge’s history and operated the Lodge year-round. Many families and organizations made return visits to find Khardomah Lodge much as it had always been. In 2000 the Lodge was designated a State Historical Site.

Khardomah Lodge, situated 200 yards from the Lake Michigan sand dunes, had three stories and a basement. The ground floor consisted of a living room, furnished with white wicker, and a piano. Bedrooms were on the second and third floors, while the kitchen, dining room, and owner’s quarters were in the lower level. The wicker furniture, the sideboard in the basement, the wall mirror, and the bookcase in the area near the piano were all original to the lodge.

Grand Haven State Park [The Oval]

On December 23, 1920, the City of Grand Haven turned over 22 acres of Lake Michigan property to the State of Michigan for \$1. At one time Galen Eastman had owned a large part of this lakefront acreage, but the area wanted by the State was a portion of the 35 acres the City had purchased from the estate of Stephen L. Munroe for \$1,000 just two months before. Munroe earlier had platted a large portion of that area as a resort development running north from Highland Park and east of the interurban railway. Called Munroe Park Addition, it included Prospect Street, but Emmet was not yet platted. About the same time the land was turned over to the State, Lake Avenue, which in 1873 had been extended south from Second Street as far as the crest of the dunes overlooking the lake, was further extended to reach the beach, and the next year Harbor Drive [then Water Street] also was extended

to the shoreline. In 1921 a 25' wide strip of concrete was laid in the State Park to allow easier motoring and provide space for parking. It was extended in 1927. The shape of the concrete circuit inspired people to refer to the area as the "Oval." A local commission, consisting of William Connelly, Chairman, William H. Loutit, and Barton Elliott, was charged with oversight of the new Park. Peter Walker in 1923 was appointed the first Superintendent of the park. He was followed in 1928 by Edwin L. Morse, who held the position for 16 years.

Other land was added over the years, especially to the east, bringing the total holdings to more than 44 acres. The State Park ultimately had 1,800 feet of beach frontage. In 1923 and 1924 a two-story frame bathhouse and concession were built, and in the next two years more concrete road was poured, flush toilets were installed, and repairs were made to the caretaker's quarters. More of the galvanized pipe used to mark the parking spaces, first installed in 1925-26, were added in 1937 and 1938. In the mid-1930s the American Legion ran a "Canteen" at the Oval, offering sandwiches, pop corn, candy, cigars, cigarettes, soft drinks, and ice cream. In 1938 the brick Pavilion, near the center of the Oval, was built with funds from the WPA [Works Progress Administration, a depression-era agency], replacing the earlier structures. In the late 1930s or early 1940s another concession was built at the north end of the park, where fishing bait and sandwiches were sold. In the 1970s a miniature golf course was set up near the main concession building.

As early as 1927 the Park had nearly one and half million visitors. During those early years, the entrance to the park was located opposite the Oval Inn [Blue Water Inn], and admission to the park was free. Over time, the State Park grew to 48 acres and included 174 camp sites.

Oval Inn [Grand Haven]

In 1928 construction began on another lakefront resort hotel, this one at 1030 South Harbor Drive opposite the entrance to the State Park as it was then situated. Beginning in 1929 or 1930 Frank B. Reghel was manager of the business, known then as the Oval Apartments. About 1940 or 1941 the name was changed to the Oval Inn. Later it became known as Bij de Zee, and in 1997 Mike Weavers bought the place and changed the name to the Blue Water Inn. Reghel also had a real estate and insurance business located at 210½ Washington Street in Grand Haven.

City Park [Grand Haven]

A 272-foot strip of shoreline, still known as the City Beach, was purchased by the City from the Grand Rapids, Grand Haven, and Muskegon Interurban Company in 1921 for \$600.

Spring Lake Resorts

Resort development around Spring Lake and in the Village and Township took a somewhat different direction, although it began about the same time as Grand Haven's. Already mentioned was the Spring Lake House, built in 1870 around the magnetic mineral springs in the Village. Then, in the 1890s, hotels, cottages, and cabins began to dot the shores of the inland lake. One of the early ones was Arbutus Banks. This resort hotel on the east shore of Spring Lake, a bit north of Hammond's [Petty's] Bayou, was a stop on the steamboat run. It was open from early June into September. In 1893 Chauncey M. and Mary S. Blakeslee, built a home on their forty-acre property, directly across from the Ashley Heights resort. They constructed a larger house in 1895, which became known as Arbutus Banks Hotel. Later they added porches, an annex, a boathouse, cottages, and a tennis court. Their 1905 advertisement suggested that people could go to Arbutus "For a Summer Outing, Good Accommodations and a Complete Rest." The Blakeslees operated the resort until 1914, when they sold it to E.J. and Blanche Davis of Grand Rapids. The Davises ran it for 21 years. In 1931 the going rate for any of its 70 rooms was \$4 a night. In 1935 Mrs Davis sold it to Edwin and Nora Booth, natives of Cleveland, Ohio. At that time the waterfront property consisted of six and a half acres and had 386' of lake frontage. The Booths charged \$25 to \$35 per person per week for both rooms and meals. In 1944 the Booths closed Arbutus Banks Hotel, but continued to use the property as their residence. Ten years later the boathouse was destroyed in a storm. The main building was razed in the fall of 1959 and the porches and annex were removed, leaving only the original three-story brick home that the Blakeslees had built. Nora Booth, still the owner at that time, sold 100-foot parcels to William Alt and Dr. Edgar L. Garrison for building sites.

Another resort that got its start in the late 1800s was the Willows, on the east side of Spring Lake, nearly opposite Cornelius Bay [Bayou]. In 1887 James and Anna Ferris bought a 70-acre fruit farm in this location and opened the first summer boarding house on the lake. Anna was an early Spring Lake settler. The Ferrises built the large Willows Hotel in 1893. After James's death in 1905, his son Robert J. Ferris of Grand Rapids, tore it down and replaced it

with nine rental cottages. At the time of her death on January 4, 1914, Anna lived at the Willows. In February, 1926, Samuel Falls and Albert C. Bertch bought the property from Robert. Falls was a Spring Lake merchant and realtor, and Bertch was a meat dealer from Grand Rapids. An article in the February 13, 1926 *Grand Haven Tribune* reported, "For many years the 'Willows' has been one of the most popular places on Spring Lake. Years ago there was a large hotel building on the place. About twenty years ago this old hotel was replaced by a number of cottages. There is also a large family house on the tract which consists of about thirty acres. For years these cottages and buildings have been occupied every summer by summer guests and the place had wide reputation." Bertch planned to occupy the larger residence as a summer home. Later, the resort had ten cottages that continued to rent for \$150 to \$300 per season until 1940. The cottages eventually were converted to private homes.

Albert B. Ashley and his wife, Jeanette, came from their home in Chicago to spend summers in Spring Lake. In 1892, they built a 30-room hotel, called Ashley Heights, on the west shore of the lake, at the east end of Van Wagoner Road. Perhaps coincidentally, there is an Ashley Heights near Ashley's hometown in Massachusetts, and possibly that inspired the name. The couple operated the resort until 1912, when they retired to a summer home in Lovell Park, just north of Ashley Heights. Ashley Heights burned down in 1918.

Another was Beechwood Resort, run by Mrs Henry B. Thorpe and declared to be "a decided favorite with all those who have enjoyed its delightful advantages and gracious hospitality." The house offered 15 rooms with space for 25 people. Fresh fruit and vegetables were grown on the Thorpe farm, and its beach had a dock available to "all boats of the lake." Beechwood was located on the west shore of Spring Lake, on Dunleavy [Dunlevy] Bay, somewhat south of Cornelius Bay.

The Pines was located on the west shore of Spring Lake, between Stahl's Bayou and Cornelius Bayou. It deserved its name, since the grounds were amply shaded by large white pines. Spacious houses provided comfortable quarters for guests of the Pines, and it had a dock large enough for the large boats which provided convenient transportation to Spring Lake and Grand Haven. Harriet S. Burland operated the resort in the 1920s. It burned down some years prior to 1960.

Situated on the north side of the entrance from Spring Lake to Hammond's [Petty's] Bayou,

Prospect Point Manor, built in the late 1800s, was another of the many resorts situated on the coast of the lake. In the 1920s Warren A. Beale ran the establishment. It consisted of several large buildings and cottages, and offered a total of 60 rooms that rented for \$3.50 a night during the summer season. Later Prospect Point was owned by Joe Bachunas, who also operated Macatawa Hotel near Holland and Tabor Farm near Benton Harbor. An early advertisement for Prospect Point read, "Modern Lodge and private Hotel Cottages. Accommodations for 150 guests. Unusual meals . . . private beach . . . golf and tennis nearby . . . shuffleboard . . . motion pictures . . . water sports . . . organized entertainment. Midnight snacks. Select clientele." Weldon Brummels of Grand Rapids purchased the property in 1968. He planned to tear it down, but fire destroyed the hotel on June 10, 1971, saving him the task. In the 1980s a condominium was built on the site.

To the northeast of Spring Lake Village, around 1900 Aloys Bilz and Fred J. Bertschy platted Spring Lake Beach. Located at the north end of Lake Avenue and continuing around the southeast corner of Spring Lake as far as Strawberry Banks, the development included a small body of water called Lake Cohaset, which has since disappeared. A 1905 newspaper advertisement described it this way: "Located at the bend of the lake, touching the east limits of the Village of Spring Lake, with wide sandy beach and sloping wooded landscape. Grand Trunk and Grand Rapids Electric Railways are only five minutes walk to south, and the waters of Spring Lake wash it on the north and west, making it accessible by either rail or water." There was a dock at the end of Lake Avenue that served as a steamboat landing. The sandy area near the dock became the Spring Lake Public Beach and a pavilion was built for swimmers. Gradually, as the 20th century evolved, the resorts reverted to private homes and summer residences.

Spring Lake Yacht Club

Reflecting an increasingly prosperous, mobile, and active population, two local recreational facilities were created that continued into the 21st century: the Spring Lake Yacht Club and the Spring Lake Country Club.

The Yacht Club got its start in the late 19th century, as the culmination of increased interest sailing and sculling regattas held on Spring Lake as early as 1874. Formed in 1897 with William Savidge as the first Commodore and his brother, George P. Savidge, as Secretary and Treasurer, and 21 other charter members, the Club had 47 boats registered

by the end of the first year. The two Savidges owned a 55-foot schooner, the *Sallie*, built by William Barrett. Other charter members included Dr. Cyril Brown, William H. Loutit, Nathaniel Robbins, Chauncey M. Blakeslee, William Barrett, Len R. Patterson, James P. Armstead, George Wyman, James Campbell, and Lloyd Buckley. Motor boats were accepted as part of the Club as early as 1908, but sailing remained the members' primary interest throughout the decades. Barber School, which earlier had been moved from the southwest corner of Park and Mason Streets in Spring Lake to the Savidge property, was used as the first club house. In 1931 the Club negotiated a long-term lease with the Village of Spring Lake for use of the Hugo Thum summer estate, called Exmoor, on the north side of Spring Lake [17500 West Spring Lake Road], somewhat east of Smith's Bayou. The Village took title to the lovely property in 1927, through the generosity of Hugo's brother, William, who had inherited three-fourths of the estate upon his brother's death. The brothers, originally from Grand Rapids, had made a sizable fortune in the development and production of Tanglefoot Flypaper.

Spring Lake Country Club

The Country Club was another of William Savidge's ventures. The Club's official beginning was February 6, 1911, when stock was sold, enabling shareholders to purchase 140 acres of the Benjamin Soule farm for \$6,000. A nine-hole golf course was built, and the old farmhouse was converted to a clubhouse by raising the dining room even with the front of the house, while the barn became the men's locker and shower room. The fairways for several years were a mass of sandburs. Men wore long trousers and leather puttees to protect them from the burs. Women, too, became interested in the sport and despite the burs began to swing the clubs. At the time the new Spanish-style building was dedicated on May 31, 1926, William Savidge was President of the Country Club; Claude Hopkins, Vice President; William H. Loutit, Secretary; B. P. Sherwood, Treasurer; the directors were Nathaniel Robbins, Herman F. Harbeck, A. W. Hompe, Chauncey M. Blakeslee, and A. T. Ewing.

Access to the property was mainly by way of the interurban or by foot. A well-worn path was made from the far corner of the grounds to the clubhouse by the many men and women who walked along, laden with lunch baskets, carrying dishes and all that goes to make a party. There were but three privately owned autos among the membership the first year, and a very small patch of ground was designated as a parking space. Within a summer or two, more and

more cars were seen and one of the first major improvements was the construction of a parking space for at least ten cars.

Demands of resorters for membership and increased numbers of local members soon necessitated an increase to an 18-hole course. A second round of nine holes was added, and in 1925 the organization issued bonds for the construction of a Spanish-style clubhouse. Several additions and improvements were made in ensuing years to keep pace with new demands and changing needs.

The old clubhouse was used as a shelter for the caddies house for several years. In the days before golf carts the caddie was an important part of any country club. At the Spring Lake club they were given the exclusive use of the golf course each Monday morning, and they used to get an early start so they could get in 18 holes before the noon whistle blew at the Village Hall. One July 4 the caddies decided to strike for higher pay. An emergency meeting of the Caddies Committee was held, and they voted to import some substitutes from Muskegon for the big day. It was reported that the Muskegon boys at least enjoyed a swim in the bayou that day, although it was not revealed whether they went skinny-dipping or whether they caddied at all. [Township News & Times, August 24, 1996.]

ROADS, STREETS, AND HIGHWAYS

Beechtree Street

The north-south thoroughfare named Beech Tree came by its title honestly. At one time there was a large beech tree on the bank of the Grand River at the north end of the street, on property later owned by Ottawa Eagle Leather Company. It must have been a remarkable tree, because it certainly caught the imagination of early settlers. Emma Brayton, in her 1907 booklet titled *Early Days in Grand Haven*, said it was a favorite destination for a leisurely walk. Evidently each visitor carved his or her name on the tree. She also reported that "Gipsies" camped at the site and groups of people visited them to have their fortunes told.

Blue Star Highway

See U.S. 31.

Boom Road

Boom Road was named for the log boom located near the confluence of Deremo Bayou and the Grand River.

Bridge Street Road

See M-45.

Butternut Drive

See Lakeshore Drive.

Cleveland Street

See M-104.

Dixie Highway

See M-104.

Emmet Street

Emmet Street on Five Mile Hill was paved with concrete in 1927.

Grand Avenue

In early September, 1929, steam shovels started moving sand to make way for Grand Avenue, the third and final road from the City of Grand Haven over or around the dunes to the Lake Michigan Shoreline. Two months later Harbor Drive and Grand Avenue were joined for the first time.

Grand View Street

The paving of Grand View Street, connecting Harbor Drive and Prospect Street on Five Mile Hill, was financed by Ed Peters in 1927. Peters was Manager of Highland Park Hotel at the time. To fill in a gap, Peters used sand from the excavation at the Grand Theater at 22 Washington Street, which was being constructed that year.

Grandville Road

Jean Baptiste Parissien, who in 1836 blazed a trail along the south side of the Grand River from Grand Haven to Grandville, later entered the service of Nathan White to carry mail between the Grand Haven Company's headquarters in Grand Haven and their mills at Grandville. Before Parrisien could do this it was necessary to develop another trail. He started at a little frame building that stood on the corner of Washington and Second Streets, proceeded in a southeasterly direction to Rosy Mound, roughly along the path of Lakeshore Drive, then continued in a southeast direction through Sections 4, 3, 10, 11, and 12 of Grand Haven Township, then through, Robinson, Allendale, and Georgetown Townships to Jenison, finally arriving at the large lumbering town of Grandville. The work of setting the trail took a week and consisted of slashing two sides of a tree and cutting out the underbrush.

In 1845 the Michigan legislature authorized construction of a road along the route Parrisien had blazed and called it the Grandville Road. The route can be seen on old maps, but now it is mostly abandoned.

Between 1910 and 1915 Charles E. Soule wrote about the road: "It ran southwesterly from Grand Rapids to Grandville. Which was then a boomtown laid out larger than Grand Rapids and to what was later Jenison, when it turned northwest again around the bend. It reached Ottawa County at Jenison and held a northwesterly course and reached the lake shore at 'Rosy Mound.' The young people of Grand Haven remember 'Lover's Lane,' the woodsy road east from Rosy Mound; that was a section of the Grand River road. It ran north from Rosy Mound to the river at what was later the foot of Washington Street in Grand Haven, then down the river to the mouth where are now the interurban tracks and the city pump house. It was a plank road from Detroit to Lansing.

"In the older parts of the state, farms and towns were built along the great road and it has maintained its position as laid out, but in Ottawa County except several miles of its course westerly from Jenison, it has been taken up under the road law and the roads laid out on section and farms buildings in this county standing in the middle of the farms and fronting off the present roads. This road between Grand Rapids and here was called in early times 'the Old Grandville Road' and was the winter stage route between the places when the river was frozen. It was over this road that Jean Parisian carried the first mail from Grand Rapids here."

This was the first road in Ottawa County. It was known locally as the Old Grandville road, but it was also important as the western terminus of the Grand River Road that extended from Detroit to Grand Haven.

Harbor Drive/Water Street

The street that follows the Channel from downtown Grand Haven west to the Lake originally was called Water Street. It appears it became Harbor Drive sometime in the early 1960s. The street was not extended to Lake Michigan until 1921, the same year the Grand Haven State Park was inaugurated. In 1929 Harbor and Grand were connected for the first time. A concrete sidewalk was laid along Harbor from downtown Grand Haven to the waterfront in October, 1926. The first street signs, on iron posts, were put in place at the intersection of all paved streets in Grand Haven in the summer of 1927.

I-96

See M-104.

Lake Avenue [Grand Haven]

In 1873 James Leggatt, Robert Duncan, and Timothy Eastman were given permission by the Grand Haven city council to extend Second Street up the steeply wooded dune and out to Lake Michigan. The Second Street extension was named Lake Avenue. The hill, beginning at Clinton Street, was so steep that it had to be cut down and graded. It still was quite an incline, and eventually that part of the street became the only plank road in the city. The extension to Highland Park essentially was little more than a “two-track,” like most roads of the time, and suitable for horses or horse-drawn vehicles.

Lake Michigan Drive

See M-45.

Lakeshore Drive/Sheldon Road/Butternut Drive

During the depths of the Great Depression, several work relief projects were undertaken, including grading and laying a gravel road following the shore of Lake Michigan from Grand Haven to Port Sheldon, which was completed without benefit of machinery or even teams of horses. As early as the mid-1840s, and perhaps before then, this was part of a path following the Lake Michigan shoreline from Grand Haven to St. Joseph and around the tip of the lake to Chicago. It was one of two paths appearing on an 1844 guide map in Ottawa County. The other road followed the Grand River to Grandville, and was called the River Road.

Later called Lakeshore Drive, the road split at Port Sheldon, Lakeshore continuing southwest toward Lakewood and Ottawa Beach and the other road, called Butternut, going southeast and ending where it intersected with 136th Avenue about a mile north of Holland. Lakeshore Drive was paved for the first time shortly after World War II. At different times Lakeshore Drive south of Grand Haven was called Sheldon Road, Butternut, and Lake Shore.

M-11

See U.S. 31.

M-16

See M-104.

M-45/M-50/Bridge Street Road/Lake Michigan Drive

Fifteen miles of the so-called Bridge Street Road were in Ottawa County, running with a few turns between Agnew and Bridge Street in Grand Rapids. The road received the number M-50 when it became part of the state highway system. It was later changed to M-45.

M-50

See M-45.

M-104/M-16/Dixie Highway/Cleveland Road

The Dixie Highway ran southeast from Ferrysburg to Detroit, where it connected with routes heading to the deep South. A 21-mile stretch from Spring Lake to Coopersville was part of the Dixie Highway. It more or less followed the path of Cleveland Street, cutting east out of the Village of Spring Lake to Lloyd’s Bayou, and on to Coopersville and Marne. One mile of the highway was paved with Portland Cement in 1914 at a cost of \$10,000. That made it one of the earliest hard-surface roads in the area. When the state highway system was inaugurated around 1917, this route became M-16 and later, upon the advent of a national highway system, it was called U.S. 16. For awhile it connected with U.S. 31 in Ferrysburg and went on to Muskegon, but fairly soon U.S. 16 was rerouted to follow Apple Avenue north. Apparently that is when the road again became part of the state highway system and was numbered M-104. U.S. 16, with some changes in its path, became I-96 in 1961, and the original road between Spring Lake and Coopersville was named Cleveland Road.

Mercury Drive

What was part of Waverly Road in the mid-1940s was renamed Mercury Drive. The reason for choosing the name Mercury is obscure, but the road may be named for the Greek god of speed—Mercury—because of the straight and level path it follows. The road was paved in the early 1920s.

North Shore Road/North Beach Road

A road from Ferrysburg to the Lake Michigan shoreline was put in about 1922, the year that a new Coast Guard facility was constructed a bit up river from the earlier site of the United States Life Saving Service building. Initially the route was called North Beach Road. It wasn’t long before the North Shore was platted and cottages/homes constructed.

River Road

Jean Baptiste Parrisien in 1836 was appointed the first mail carrier between Grand Haven and Grand Rapids. He was credited with blazing a trail on the south side of the river that came to be known as the “River Road.” River Road stayed fairly close to the Grand River most of the way, following roughly the later locations of Mercury Drive, Green Street, and Cedar Drive. Parrisien always traveled on foot and carried his own pack and supplies. The round trip took about a week and his return with the mail was

always an anticipated event. River Road was one of two paths appearing on an 1844 guide map in Ottawa County. The other road was along the lakeshore. Sections of the original River Road extending east from 144th toward Grandville no longer appear on maps. “River Road” appeared in newspaper articles, telephone directories, and advertisements as late as 1955. [See Waverly Road.]

Sawdust Road

A road linking Grand Haven and Mill Point [Spring Lake] was in place in the early years. The Board of Supervisors granted Peter Labell a license on January 14, 1852, to operate a ferry across the river in order to connect the two ends of the Sawdust Road, as it was called. The ferry took people, their vehicles, and their goods across the river. Toward the end of 1853 planks were laid along the Sawdust Road to provide a firm surface for teams and pedestrians. By 1865 the steamer *Phoebe*, built by Reuben Vanderhoef and Charles Pfaff, was used to replace the earlier hand-pulled ferry. In 1866 a charter was granted for the construction of a toll bridge from the Grand Haven side of the river to the Village. Tolls were to be 15 cents for double teams and vehicles, horse and rider, ten cents, foot passengers and cattle three cents. This first pedestrian-vehicle span extended from the end of Seventh Street—today Beacon Boulevard—across the south channel to the site of Grand Isle Marina. The Sawdust Road then continued across the Grand River to the future site of the Holiday Inn. Hot, dry weather in August, 1927, helped sawdust deposits at the north end of Sixth Street catch fire. By 1870, with the advent of the railroad into Grand Haven, ferry service was discontinued. A second bridge, somewhat west of the first one, was opened on November 11, 1924, and then it was replaced by a third bridge, dedicated on July 9, 1955. A railroad bridge between Ferrysburg and Spring Lake was constructed as early as 1858. The track continued along the north side of the river to a depot at the foot of Dewey Hill. Twelve years later the track was routed across the river from Ferrysburg to Grand Haven. That bridge stands today.

Sheldon Road

The extension of Fifth Street in Grand Haven south into Grand Haven Township became known as Sheldon Road. Early in the 20th century, Sheldon stopped at approximately Taylor Street, then Grand Haven’s southern boundary. There it made a slant to connect with what later became Hillcrest, and then went due south to connect with Lakeshore Drive. It appears Sheldon was extended south of Taylor to

connect with Lakeshore Drive sometime early in the 1920s. In 1913 three blocks of the street were paved with Portland Cement, along with one block on Slayton. They were the first streets in Grand Haven to be paved. The first electric lights in Grand Haven were installed on Sheldon Road in July, 1927. See also Lakeshore Drive.

U.S. 31/M-11 [West Olive Road/West Michigan Pike/Blue Star Highway]

In 1911 the newly formed Ottawa County Road Commission proposed improving the route from Grand Haven to Holland [21¼ miles]. At that time the road south followed 168th Avenue as far as Winans, then east to 152nd, south to Fillmore, east to 144th, south to Butternut, and finally southeast to 136th Avenue and into Holland. To go north from Grand Haven, vehicles crossed the Grand River on the Interurban bridge, which went northeast from the end of Seventh Street to Spring Lake, then over Spring Lake Channel to Pine Street in Ferrysburg, and finally connecting with Old Grand Haven Road. A 1914 publication titled “West Michigan Pike” gave motorists these instructions: “Eight miles of the road between West Olive and Grand Haven is in the course of construction, and during the early summer of 1914 it will be necessary to follow the detour show. Leave the gravel road one-half mile north of West Olive, and go one mile west; then one mile north; a mile west; a mile north; then a mile west; turning north directly into Grand Haven.” In June, 1914 the Road Commission awarded Al Neitring [Neitering] of Grand Haven a contract to grade and lay gravel on two miles of the road. The next May he was hired to do more work on the same route. The *Tribune* reported, “This strip of road when completed will connect Grand Haven and Holland with the West Michigan Pike, in a road from which detours will not be necessary. Then the Pike route will be the best road to Holland in every way.” [May 22, 1915.] The road was to be paved the next year.

Between 1911 and 1922 the state laid a new route, which went by three names: M-11, Blue Star Highway, and West Michigan Pike. It was the first continuous improved road between Chicago and Mackinaw City. In Grand Haven the route followed 168th Street south of Grand Haven, on the east side of the Pere Marquette Railroad tracks to Olive, and then it crossed the tracks to follow the west side of the track, finally connecting with River Street on the north end of Holland. The north-south route was labeled U.S. 31 in the mid-1920s.

Water Street

See Harbor Drive.

Waverly Road

As early as the mid-1840s a road followed the south bank of the Grand River from Grand Haven to Grandville and then on to Grand Rapids and commonly was referred to as River Road. A 1917 Ottawa County Road Map showed Waverly Road extending from Waverly [Gidley] Street in southeast Grand Haven diagonally to 144th Avenue at the Grand Haven/Robinson Township line, south on 144th, east on Lincoln to 120th, then straight through Robinson and Olive Townships to the paper town of Waverly in Holland Township, for a total of 22½ miles. In 2008 120th Street reverts to Waverly Road at Chicago Drive in Holland. Part of this route near Grand Haven was referred to earlier as Peach Plains Road. The town of Waverly in Holland was platted, but not recorded. It was named for the Waverly Stone found in a quarry there. Experts later determined that the company wasn't mining Waverly Stone, but rather Marshall Stone. Nevertheless, the name Waverly endured. [See River Road.]

West Michigan Pike

See U.S. 31.

West Spring Lake Road

West Spring Lake was an early road to the north end of Spring Lake and the Village of Fruitport. It was paved in the 1920s.

Woodlawn Avenue

The paving of the west end of Woodlawn Avenue, connecting with Lake Avenue, was finished on July 15, 1927.

SCHOOLS

Akeley Institute

Healy C. Akeley, an attorney, arrived in Grand Haven from the east in 1858, and in the thirty years that followed he did much that shaped the history of that town. His work in the lumber and shipping industries was integral to the financial success of young Grand Haven. In 1871 the Boyden and Akeley Shingle Mill was the world's largest and his steam barges, including the *H. C. Akeley*, transported goods to every corner of the Great Lakes. Furthermore, Akeley was a civic leader and served as the town's mayor from 1882 to 1884. By 1888, the lumber trade along the Grand River began to wither, so Mr Akeley made plans to leave Grand Haven for Minneapolis to begin the Akeley Lumber Company. He took with him his Grand Haven born

wife and daughter. It was Akeley who in 1882, at a cost in excess of \$20,000, provided the Unitarian Church with its first permanent housing, and it was Akeley who, before departing in 1888, provided the Episcopal Diocese in Western Michigan with the means to begin the first private school for girls in that half of the state.

In 1888, Mr Akeley reached an agreement with Bishop Gillespie of the Episcopal Diocese that the Akeley mansion, then valued at \$47,000, would be used to honor Akeley's deceased daughter through its conversion into a facility to educate young women. In memory of his daughter, it was named Blanche Hall. A similar offer of bequest was first made to the Presbyterian Church, but it was rejected.

Because of their respect for Akeley's eminence in the community and because of their foresight to recognize the potential of the school, many local leaders gave the new school their complete moral and financial support. Names included on the list of original trustees were Dwight Cutler, Grand Haven shipping clerk turned millionaire, hotel owner, banker, lumber baron and Grand Haven Mayor in 1869; George W. McBride, First Lieutenant of Company F of the Michigan Militia; and William P. Savidge, Spring Lake's lumberman and State Senator. Church support was also quite evident. Churches throughout the diocese sent gifts and awards. By 1887, \$40,000 had been collected from church members for upkeep and expansion. Bishop Gillespie himself advanced the school money when needed. The school opened its doors for the first time on September 12, 1888, with 11 boarding students, 40 day and music students, and five resident teachers. When the school reached capacity, the Bishop on August 18, 1891 dedicated a new building known as Lathrop Hall, in honor of his wife. However, it was more popularly known among the students as Gillespie Hall. Described as "a large and handsome edifice and one of the most complete school structures in this part of the state, presenting many architectural features of attractiveness" in school publications, it enabled the school to expand from 20 to 50 boarding students and maintain the 40-person maximum of day and music students. The new building was dedicated on August 18, 1891. Kitchen, dining, and assembly facilities were on the first floor, a music practice hall and gymnasium with a 16-foot ceiling were on the second floor, and St. George's Chapel was located on the third floor. At the building's dedication various persons broke ground and read an appropriate verse from scripture. Later that year the Slayton home on Washington was acquired to serve

as a music building with rooms above for younger children's bedrooms. Called St. Margarets, it housed fourteen pianos including a concert grand. With that acquisition the whole block which is now the City Square was institute property.

Each year the course of instruction was improved until the institute ranked with the leading schools in the west. This reputation allowed it to acquire a nationally representative corps of students. Though primarily a finishing school, it had a special curriculum for entrance to the University of Michigan. Since most of the faculty was from the finest eastern colleges, the girls were presented with an opportunity for certifying their admission to those schools also.

For \$650 a girl was housed and allowed to study the required classwork in the arts; cooking, sewing, mending and general housework; and the "Swedish System" of physical education, including basketball, tennis, and golf, and several foreign languages. Also mandatory were reading, writing, and arithmetic.

The girls received the finest instruction in voice, piano, dance, and drama from a permanent staff and visiting practicing professionals. Because of its excellent academic reputation the school was tagged with the misnomer Akeley College. The institute felt it was attracting too many girls interested in college preparation, so the administrators began the area's first kindergarten and made other attempts to attract younger girls.

Commencement was naturally the year's high point for the girls, and every effort was made to make it a splendid affair. Girls practiced oratory and musical performances in anticipation of that day. It was attended by the Bishop, clergy from Grand Rapids and Muskegon, and local civic leaders. Until her death in 1901, a special seat was always reserved for Mary A. White, the area's first schoolteacher and the sister-in-law of the city's founder.

Upon departing from Akeley, many girls went on to make fine records for themselves both in colleges and in special callings after their college work had been completed. They were able to excel as journalists, lawyers, missionaries, librarians, and in other professions in an age of marked sexism.

The girls attended services in St. George's Chapel each day and on Sundays they could be seen in uniform passing two by two across Washington Street to St. John's Episcopal Church. Several girls became members of the St. John's choir. To do so, they were carefully chaperoned to and from school. Every All Saint's Day was a holiday at Akeley Hall

because of the annual arrival of the Bishop. After the death of Bishop Gillespie, his successor, Bishop McKormick, continued this tradition and took an equally active part in the institute's board.

Because of its location the school could advertise "splendid recreational facilities for long hikes in the woods, beach parties, rowing, skiing, skating, and sliding." However, the school prospectus failed to mention the character, which any such adventures necessarily took on. Whenever the girls left the school campus they were greeted by raucous boys yelling, "Rooty-toot, rooty-toot, here come the girls from the Institoot," and similar taunts. Generally, the presence of the school principals, the Yerkes sisters, seemed sufficiently dignified to these boys to quiet their jeers. Local boys attended St. John's to get a glimpse of the girls and to leave notes for them in the hymnals. The trees and bushes of Grand Haven's Central Park were also used as repositories for notes. The most daring young men climbed the walls of Blanche Hall to fling notes in, or they would serenade the girls from below. Neither method was entirely successful, although not for lack of zeal; one never was quite sure whose window he was addressing. Neighbors of the Akeley property can recall the vision of girls in their long blue-skirted uniforms sneaking out the windows and down the drainspouts of Akeley Hall "for God knows what deviltry."

It is difficult to long discuss Akeley Institute without highlighting the lives of the Yerkes sisters. Their attitudes and interests typified the ideal that Akeley sought to impart to its students, such as intellectual and cultural curiosity, pride, position, and excellence. As its co-principals, they devoted their lives to the last twenty-six years of the Institute's operations. They were born in the eastern United States, where they were educated, and they spent several years in European study, particularly art and modern languages in Munich, Paris, and Italy. Mary H. Yerkes began teaching at Kemper Hall, Kenosha, Wisconsin, while her sister, Susan H. Yerkes, was beginning her career at St. Mary's in Fairbault, Minnesota. These were probably the two best known of the pioneer church schools in the Midwest. For nine years Mary Yerkes was Head Mistress of Kemper Hall before receiving the title of Vice-Principal. She was the first person to be so honored by Kemper Hall. Susan soon left St. Mary's and for eleven years was Preceptress of the Staten Island Academy in Richmond Borough, New York City. The two Yerkes sisters became associate principals of Knickerbocker Hall, Indianapolis, Indiana. Because they multiplied the attendance of

Knickerbocker Hall thirteen times, they were chosen to lead Akeley Hall.

In Grand Haven they surrounded themselves with a teaching force notable for culture and high educational training. It was under their direction that Akeley Hall attained the unique place among institutions of its kind, which it held until its demise in 1926.

The City of Grand Haven greatly profited from the presence of Akeley Institute, yet Akeley never made much money. Businesses profited from the expenditures of the girls and the school. The girls' uniforms were manufactured by Peter Van Lopik, whose factory was located upstairs in the Cutler House [later the Masonic Temple]. The construction and maintenance of the Institute's buildings were awarded to local firms, including John Van Dongen and Sons, who did the masonry; Mr Helcub, who did the stone cutting; and Simon Stuveling, Fred Groenevelt, Bernard Moll [Mull], Cornelius Glerum, and Adrian Verberkmoes I, who did the carpentry.

Furthermore, Akeley served the people of Grand Haven as a center for social and cultural life. Many were the delightful costume parties, charming musicals, clever plays, and inspirational lectures and entertainment hosted there. Professor Sparks of the University of Chicago conducted a series of lectures on American History, which the townspeople attended in numbers. Other such lectures were common and were the forerunner of the extension services so widely offered by colleges today. Many adults found the place useful for continued education; mothers of grown children often went back to school.

Elsewhere in the community the Akeley faculty actively contributed their social and cultural resources. The first Women's Club meetings were held on Saturday so that teachers at Akeley could attend. They were charter members. The Yerkes sisters were members of both the Women's Club and the Tuesday Musicales. Even after the Institute's closure they continued to tutor students and substitute teach at Grand Haven Public High School in English and foreign language courses until their deaths. Susan Yerkes died in 1937 of a heart attack at her sister's home on Sheldon Street, and Mary Yerkes followed in 1939.

Several factors contributed to the demise of Akeley Institute. Of primary importance were the exorbitant costs of modernization, the retirement of the Yerkes sisters, and the loss of local student attendance because cultural classes were adopted by public schools.

After the last Akeley class graduated in June, 1928, there was some discussion of what to do with the property. Eventually it was sold by trustees and the proceeds were invested, the income from which continued to be used to advance the education of young women in the Western Michigan Diocese of the Episcopal Church. In 1892, a quit claim deed had been given canceling all restrictions on the property; nevertheless, the trustees felt compelled to carry out the spirit of H .C. Akeley's trust.

In 1929 Bell Telephone bought one portion of the property for \$13,000 to build its present offices; in 1933, the City purchased the remainder for \$18,000. The St. George's Chapel furniture was donated to St. John's Church; one piece, the litany desk, is still used. The suggestion to use the city-owned land for a hospital was rejected in favor of a City Square. Today, very little remains of Akeley Hall to remind us of those innocent and exciting days. [Adapted from an article by Brian R. Morrison.]

Barber Street School

The Barber Street School has been rebuilt, renovated, twice relocated, and has served as everything from a church to an opera house. But the structure was originally a schoolhouse, and a schoolhouse it will remain in the hearts of Spring Lake residents.

Sometime before 1844—no one is sure of the exact date—the first school in Spring Lake [Mill Point] was erected. Since it was built on the corner of Park and Mason Streets, the name "Barber Street School" is a bit of a mystery.

Instructors were almost exclusively female in the beginning, although some men were hired as Spring Lake's population increased and the school needed more teachers. Class was held from 9 a.m. until noon and then resumed after lunch at 1:00 or 1:30 and lasted until 4:00. Students studied spelling, arithmetic, reading, and geography. There were no written lessons or tests, so oral exercises, such as recitations and spelling bees, took up a good part of the schoolwork.

The Spring Lake Heritage League moved the old school to Exchange Street and restored it in 1988, reviving it with new carpeting, a kitchen, landscaping, and new furniture. It has since been used as a community facility for everything from wedding receptions to meetings of the Village Council.

Barber Street School served as a schoolhouse, church, and public hall until 1855, when a new and larger school was built on one and a half lots on

property, acquired on November 3, 1854, located on the southeast corner of Park and Liberty Streets. The Barber Street building was remodeled into a residence, and in 1895 it was moved to the site of the Cutler and Savidge Sawmill for use as a clubhouse for the Spring Lake Yacht Club. For many years, Barrett Boat Works maintained the building, which later housed a youth recreational center and a gymnasium.

It was described as a plain, unpainted building, perhaps 18 or 20 feet wide and 26 to 28 feet long, having a door and one window in the north and two windows on the other end and both sides. It was surrounded by tall shrubs and several fallen trees on the south and west. Inside the building was one room, with the door in the center of the wall. On each side were nails for the children's wraps, boys on one side and girls on the other. A large box stove stood a little way in the room. A bench was built along the side walls and a desk with a shelf for books, etc. under it, and a passageway through the center of the desk to allow the scholars to pass to their seats; also room at each end for that purpose. In front of the desks a lower seat was built for the smaller children. The teacher's desk was at the south end of the building, and it was flanked by two desks for the oldest scholars. Boys and girls sat separately.

Sarah Finch Loosemore [1844-1937], who arrived in Mill Point in 1848, reported: "The first I remember, there were about 20 pupils, mostly small children. Numbers increased. The teachers had different methods of teaching and punishing children. One teacher required the children to make a low bow or curtsy and bid her goodbye when school closed in the afternoon.

"There was also the teacher's desk in the south end of the room, with a chair for her use and a seat and desk on each side of the teacher's for the oldest scholars. There must have been school for some time before we came, for one lady had taught anyway, a Miss Fannie Lovell, afterward Mrs Foster of Grand Rapids. The first teachers I knew were Miss Marie Hopkins, Miss Bates and Miss Roper, Miss Davis and Mrs Sexton. I do not think teachers were hired by the year, but by the term, three or four months. The first I remember, there were about 20 pupils, mostly small children. Numbers increased. The teachers had different methods of teaching and punishing children. One teacher required the children to make a low bow or curtsy and bid her goodbye when school closed in the afternoon.

"School hours were from 9 to 12 and from 1 or half past to 4 p.m. The geography studied at that time

was much different at present, in treating of the U.S., as the territories have been divided into many states. The questions and descriptions being in one book and maps in another for the oldest students. For beginners the primary geography was in one book, Sanders Readers first, part of the time McGuffey's, and a primer for the ABC scholars and one or two syllables. The little ones gathered around the teacher and she showed them the letters and taught their names. The classes stood to recite some of their lessons. The teacher had to use her ruler sometimes and sometimes a child would have to stand on the floor by the desk for punishment. The boys and girls had recess separately part of the time, but as the number of scholars increased it made it too much confusion and all went to play an exercise at once."

Beech Tree [Beechtree] School

Beech Tree School, known as the Fourth Ward School, was built on the northeast corner of Pennoyer and Beechtree Streets in 1882 [1881]. It was attended by children living on the east side of Grand Haven from that time to the early 1900s. The structure, originally located at the present site of Bolt Park, had about 30 students who were warmed by a pot-bellied stove. In 1916 the building was purchased by Otto Glueck and moved to 1511 Pennoyer to be used as a residence.

The *Grand Haven Tribune*, on August 25, 1913, ran the following story: "The old 'Beech Tree School' has outlived its usefulness. After housing the youngsters of the fourth ward section of the city for many years, the old building has been abandoned, and the structure sold. The building will be moved off of the historic ground, and the present generation of children will be housed in the new building on Pennoyer Ave.

"Although the old 'Beech Tree School,' was perhaps not a sanitary building with modern appliances for comfort, it never the less contains many memories of sweet childhood for many men and women of Grand Haven. The out-of-the-way corners of the old building still contain the initials of many old time boys and girls; whose memory is now the only proof of their existence upon earth. Even the stately old trees in the school yard contain the names of former pupils, carved by jack knives on childish hands.

"To those who in their childhood attended the school, there comes back a flow of memories, memories of old time chums and childish sweethearts, recollections of happiness and visions of almost forgotten tragedies. Men and women all over the United States have memories of the early

days in old 'Beech Tree School' and their stories of school days under the old roof would make an interesting book.

"The school grounds, beautifully cool and shaded within a stone's throw of the winding channel of the old Grand, have been the scene in many a childish game. Voices, which have echoed in the old trees in the days gone by, have long since been stilled by the ever advancing Reaper of man. Voices once raised in the songs of childhood are still singing on in the sweetness of maturer years.

"The old historic school ground once trampled and kicked by copper-toed boots, themselves long discarded and almost forgotten, in the games of 'pull away,' 'prisoner's goal,' and 'bull in the ring' will be presented to the city as a public park, and the old time memories will be, in a way, preserved.

"It would be a good plan for the former pupils of the old school to gather there occasionally for reunion and picnics to recall the days which have passed."

Bignell School

Located near the southwest corner of Ferris and 152nd Streets in Grand Haven Township, Bignell School at one time had 52 children and one teacher for grades one through eight. The teacher was paid \$65 a month. The school was named for the Bignell family, which had owned acreage in Section 11 of Grand Haven Township. Around 1900 Jamies Bignell took title to 170 acres in the Potawatomie Bayou area. Hattie Bignell, his wife, was the first teacher at the school.

Central School in Grand Haven

In the early 2000s the third Central School building still occupied a spot in the block bounded by Sixth, Seventh, Clinton, and Franklin Streets, which had been set aside in 1860 for that purpose. In that year a two-story Union School, Grand Haven's third school building, was erected facing Clinton Street. The first Central School, a three-story structure, opened on the highest crest of this site in 1871 to house grades five through high school. Students in the lower grades continued to attend the nearby Union school, which eventually was razed. The new brick building, which cost \$50,000, burned down on March 5, 1901, and its replacement opened the next year. This building, also a three-story structure with an impressive bell tower, too, was much larger. It accommodated grades K through 12, and a one-year normal teachers college. When a new high school opened on Seventh Street in September, 1922, Central was dedicated to the elementary and junior high school grades only. This building burned down

in 1963 and was replaced by an elementary school building, housing grades kindergarten through six. In 2002 students from Central were sent to Mary A. White School, and Central became headquarters for the Alternative Education program. To reflect that change, its name reverted to Central High School.

Central School in Spring Lake

Spring Lake Central School was built at approximately 100 East Exchange Street, the northeast corner of Buchanan and Exchange Streets [Lot 4, Block 12, Bryant's Addition]. The two-story brick school, built in 1893-94, cost \$12,000. It replaced the frame school that burned down in the extensive fire of May 11, 1893. Students used outhouses and the building was heated with wood. The first building, called the Union School, the first graded school in the Village, was built in 1869 and cost \$6,444. A substantial addition was made to the school in 1873 and completed in 1880. The brick structure at 100 Exchange lasted until Holmes School opened in 1952 at 426 River.

Christian School

606 Jackson Street was the site of the first Grand Haven Christian School, founded in 1880 with an enrollment of 85 students to "teach the Christian faith, the Dutch language, reading, writing, and arithmetic." Emket Luinenga was the primary force behind the formation of the school, and he became its first teacher and administrator. The small, frame building at this address was constructed by the congregation of the First Christian Reformed Church in 1867 at 413 Columbus and moved to this site in 1872. The congregation of an African-American Church purchased the building and used it for a few years. When the church failed, a local resident and member of the congregation by the name of Hezekiah Smith bought the building and rented it to the Christian School founders for fifty cents a week. In 1883 the City of Grand Haven bought the building from Smith and opened it as a public school.

William Baker donated land at 513 Jackson to the Grand Haven Christian School, and a small, frame school opened on December 1, 1883, under the leadership of Mr Luinenga, who was principal and administrator of the school. Luinenga died on August 14, 1884, at the age of 32. The same year the first Christian School Board was organized with representation from both the First Reformed and the Second Reformed Churches. Within a few years the Grand Haven School Board took over this building, and operated it as a public school.

After the Christian School vacated the building at 513 Jackson, it offered classes in the basement of Petersen's Store at 530 Jackson. At that time P. R. Holtman was the teacher and administrator. A few years later, a basement was built under the First Christian Reformed Church at 418 Fulton, and the Christian School moved there.

The two-story frame building that served as the County Court House beginning in 1857 was purchased by the Christian School in 1893 for \$248 and moved to 800 Columbus, where it served as a Christian School for 26 years. The School Board purchased two lots for the school at a cost of \$500, and the cost of the move was \$50. The frame building was replaced by a two-story masonry structure in 1919. The brick school had four upstairs classrooms, with two grades using each room, and was built to handle up to 160 students. The main floor contained an assembly room, kitchen, bathroom, and a large furnace for central heating. In 1938 a ninth grade was added. By 1950 200 pupils were in attendance. Forty-five to fifty students jammed each classroom, and the kindergarten was moved to the basement of the Second Christian Reformed Church on Columbus to ease the crowding problem. Clarence Diephouse, who became Principal in 1945, was in charge when a new building was constructed at 1102 Grant Street in the early 1950s.

Ground was broken for a new Christian School on five acres at 1102 Grant on September 6, 1950. It opened for classes a year later and was dedicated on April 10, 1953. The original building was L-shaped, 315 by 137 feet, had seven 24' by 32' classrooms and a 24' by 40' kindergarten, and included a kitchen, library, teacher's lounge, and auditorium-gymnasium that seated 500. People such as Louis Rycenga and Harold Ringelberg lent their talents to the construction project, and a number of contractors, including Rich Prins, John Dirkse, Clarence Ruiters, and Bob Brosseit volunteered their special skills. Enrollment continued to grow, and by 1957 it was necessary to build a \$115,000 junior high school along Colfax Street, making the school U-shaped. The addition had seven classrooms, a library, combination science-lecture room, and a music room. More additions were made over the years, including a gymnasium, in response to ever-growing enrollment. The Eunice Circle, initially called the Pray and Work Society, was organized on September 23, 1919, to provide support for the school.

Clark School

In 1864 a log building located on 144th Avenue, approximately a mile south of Green Street in Robinson Township, was converted into Clark School. It was named for a teacher, Helen Clark. In 1869 a new frame building was erected, but in 1875 the school was moved to Green Street, near Stearn's Bayou. It was used until 1914, when part of the building was moved to Felix's Marina and converted to a home.

Clinton Street School

See Union School.

Columbus Street School

Built in 1881 at a cost of \$5,000, the Second Ward School, usually called the Columbus Street School, was located about halfway between Second and First Streets on the south side of Columbus [Lots 12 and 13]. Torn down in 1930, the frame building had a yellow-brick façade and slate roof, and it contained three large and comfortable classrooms, all on the ground floor. The cupola and bell tower made the building a landmark easily discernable in some of the early photographs of the area. The school covered grades one through four. Lou Ingraham was a teacher and principal at the school.

Connell School

Built in 1874, this one-room schoolhouse in Olive Township was named for the John Connell family. School records go back to 1865. The first teacher was Anna Gibbs of Crockery Township. She later married Samuel Dell.

Cooper School

The Jacob and Mary Cooper family, who came to this area from New York State, were the first settlers north of Coopersville. In June, 1885 the Coopers and other early settlers formed the Cooper School District. The first directors were Luther Cooper, son of Jacob and Mary, Orlando Shepherd, and Charles Bowen. The first classes were held the following September in a log building. The first teacher was Eliza Haney. The next year a new frame structure was erected. Later a basement was installed and a wing added.

Crockery School

The first schoolhouse in Crockery Township was set on what later became the grounds of Terra Verde Golf Course [11741 Leonard]. The one-room frame building was purchased from the Spoonville School Board for \$100 in 1864 and used until a new one was built eleven years later. The original school was

moved and used as a German church, but its ultimate fate was unknown. The second school, a two-story frame building, was used until 1956. Through the succeeding years the building served as a storage facility until 1998, when Bonnie Corbin spotted the abandoned building. She and her husband purchased it from Gerald Pitcher with the intent of making it their residence.

De Witt School

Right down to the traditional rooftop bell, the De Witt Schoolhouse exemplified the one-room schoolhouses that were common in the United States around 1900. For more than 60 years, students came to the school from their countryside homes, some walking more than two miles to get there.

The building was erected in 1891 on land donated by the De Witt and Bosch families. Thanks to recent renovations, the interior accurately resembles that of the original school, featuring a globe that hangs from the ceiling, portraits of George Washington and Abraham Lincoln, a wood stove, gas lights, blackboards and desks, even a piano. The original building used kerosene lamps for illumination and had a octagon clock. Six windows lined the walls and slate backboards and students desks finished the interior. The roof was done in wood shingles, and the belfry had a lightning rod.

The bell signaled the beginning of class each day at 9 a.m. The students, all between the first and eighth grades, would hoist the flag, sing a patriotic song, and open their lessons with a reading from the Bible. A single teacher could handle up to 40 pupils at one time by conducting one 10-minute period per subject for each of the eight grades. School was out at 3:30 p.m.

The students came from an area of approximately four square miles. They walked as much as two and a half miles to school and carried their lunch. Enrollment for a year averaged 25 to 30 students for the eight grades. Upon completion of the eighth grade, students transferred to Grand Haven High School for grades nine through twelve.

A few changes came in the 1940s, when new windows were put in, and electricity replaced the gas lighting. Indoor toilets were also installed, replacing the separate outdoor facilities for boys and girls. Aside from these additions, the school appeared almost the same as it had 50 years before. In 1976 the school was listed on Michigan's State Register of Historic Sites, and three years later the building was reopened as a living history museum. It was given the street address of 17710 West Taft Road.

The original four square-mile school district was bounded on the south by Van Wagoner Road, the county line on the north, the railroad tracks on the east, and Lake Michigan on the west. In 1959 the district merged with Ferrysburg schools, and the De Witt Schoolhouse closed its doors to students.

Eastmanville School District

When Eastmanville School District was organized many years ago, the school organization was far different from the way we know it today. Then there were no free schools, no highly educated teachers, and no county superintendents.

In pioneer days each township had three school inspectors, whose duty it was to organize districts, apportion school monies to the district, examine teachers, grant certification, and visit schools. This system remained until 1867.

The system of taxation at that time for the support of the common schools consisted of (1) a tax of 2 mils on each dollar of valuation of the taxable property, (2) an annual district tax voted at the school meeting not to exceed \$1 for every scholar in the district between the age of four and eighteen years, and (3) a rate bill against the person or persons sending children to school, for the amount of tuition and fuel for which he was liable. This rate bill could be collected, if necessary, by distress and sale of goods and chattels.

In 1842 the district later known as Eastmanville, Polkton No. 1, was organized as Tallmadge Township. At that time it also included the present townships of Allendale and Polkton. The district itself comprised all of Township 7 North Range 14 West, lying north of Grand River plus Section thirty-six of Township 8 North Range 14 West. This meant that the district was six miles long, extending from the village limits of what is known as Lamont today, but was then known as Steele's Landing, to the west boundary of the present township of Polkton. The northern line was the road running east and west a mile north on Eastmanville. The extra section of the township north of it is now a part of the Rankins School District. People who later resided in the Red School and South Evergreen Districts were living on land that was part of the original Eastmanville School District.

The three school inspectors for the then Tallmadge Township were Dr. Timothy Eastman, Captain Benjamin Hopkins, and Henry Griffin. They notified Daniel Really, who lived where the County Infirmary was located, to notify all the taxable inhabitants of the school district that there was to be an organization meeting at the Benjamin Hopkins at

four o'clock in the afternoon of November fourteenth, 1842. He had to notify them personally or else leave a written notice at the place of residence.

The following officers were elected for one year: Benjamin Hopkins, Moderator; Dr. Timothy Eastman, Director; and Henry Griffin, Assessor. The men who were school inspectors were also school officers. They were well educated, intelligent men, and all three played prominent roles in the early history of Eastmanville, Polkton, Spring Lake, and Grand Haven, and were part of early local organizations, such as churches, Masonic lodges, agricultural societies, and county, and state groups.

Eastmanville School is very fortunate in having its school records from the very first year of organization in 1842. Not only were the minutes of the school and board meetings preserved, but the rate bills, lists of scholars and teachers, assessors bond, and other valuable papers also.

The first school was a log building erected in 1844. It stood near where the large stone on the northeast corner of the main intersection later stood. It cost \$75, and Dr. Eastman, who was the lowest bidder, did most of the work. Later he bought it back for \$5.

The teachers who taught in the log school were Marcia C. Hopkins, Martha Maxfield, and Matilda Angell. In 1848 Maxfield taught 12 weeks for \$12.00. School was held only in the summer.

The second school was of frame construction. It was built by William C. Comfort for the sum of \$349.50 and was completed by the first day of January, 1849. This building stood just north of the later Ossewaarde & Pratt Garage.

Martha Maxfield was again hired to teach at the school, but this time for a winter term of 17 weeks at \$2 per week. Later she taught the Indians who lived at Battle Point.

This school, like others at that time, had a fence around the yard. In the book of instructions the children were forbidden to sit on or climb over the fence.

It seems that the plaster didn't stay on this building very well, because in the fall of 1856 a contract was made with a Mr Britain to plaster the schoolhouse. It was specified that all the old plaster should be removed from overhead and as much removed from the walls as was in anyway loose; that a substantial brown coat was to be put on those parts from which the old plaster was removed; the whole then was to receive a good white coat, and it was to be done in

workman-like manner. For this work the board agreed to pay Mr Britain \$40. This job, however, was not done in a workman-like manner, so Mr Britain received only \$25.

At each school meeting the furnishing of the winter's supply of wood was let to the lowest bidder. Usually the specifications called for one-half green wood and one-half dry, and usually two and a half feet long.

One item of business at each school meeting was to vote on whether a male or female teacher was to be hired.

In 1859 the whole board resigned soon after taking office. The trouble seemed to be a disagreement over how much to pay the teacher.

In 1862 the three-year term for each board member began. Prior to this an officer held his position one year only. He always had to file his acceptance.

In 1867 113 children attended school; they were not counted twice, and they averaged four months of attendance each. School was in session eight months. The library consisted of 22 volumes.

In 1868 voters agreed to buy a parcel for a new school from Thomas Hefferan. According to the plat of the town it was Block 12. Later in the year another meeting was held at which a motion was made and seconded to sell the old building. However, the minority refused to abide by the will of the majority and for the purpose of keeping harmony, a motion was made and seconded that the vote be rescinded.

The old site was sold to Hefferan for \$75 and the old building was moved to another site, where it was enlarged, except for the front entrance that was added later. Marvel Garrison built the school for \$1,000 and Daniel Realy laid the foundation for \$115. The first term of school in the building was in 1869.

The bell then in use was bought in 1856 by Timothy Eastman for \$47.50. When board members built around the previous school they didn't bother to remove the old roof, so it remained in the attic. When it was first built it consisted of two rooms. Later the partition was removed, then replaced, but not in exactly the same location.

There is an interesting story in connection with the setting out of the maple trees, which were once so numerous in the schoolyard. It was voted in 1872 to set out some maple trees. In 1876 it was voted to reset those that had died out. Still the trees continued to die, so in 1879 they voted at the school

meeting to approve a contract with the lowest bidder, Charles Brown, to reset 20 hard maple trees on the school ground. The trees were to be two inches in diameter and he was to keep them alive for three years, at the end of which time they agreed to pay him 95 cents apiece for all the trees that were alive. Six years later he collected on all twenty of them.

Eastmanville's schoolhouse was divided into two rooms. The south room was the larger and was used as the school room proper. The north room was used as a playroom in stormy weather. The building was raised in the early 1900s and had a furnace installed in the basement, under the south room. There was an outside entrance in the basement at the back of the building.

There were electric lights throughout the building. Those in the south room were of the very latest design. The south room and halls had asphalt tile floors and the north room a hardwood floor. Later a new entrance was built at the front. On both sides of the entrance hall were cloakrooms and toilet rooms, containing flush toilets and lavatories with running water. A drinking fountain was in the schoolroom.

Later, cupboards were built in the entryway to accommodate dishes, silverware, coffee maker, electric plate, and other items that belonged to the Mother's Club.

A strong backstop was erected on the ball diamond and the school building painted inside and out. Outside play equipment included swings, bars, and a teeter-totter.

Elliott Elementary School

A 9,144 sq. ft. elementary school opened in 1963 for grades kindergarten through second. Located at 601 Elliott Street, it was named Elliott School in memory of Arthur W. Elliott, long-time School Board member and president. In 1976 the Grand Haven School Board converted the site to an alternative education high school, and Elliott School students were sent to Central. Around 2002 the alternative education program was moved to Central School, leaving Elliott School vacant. This site and adjacent property, amounting to more than an acre, was sold in late fall 2003 to a business.

Ferry School

The school at the southwest corner of Ferry and Pennoyer Streets opened its door for the first time in September, 1913. Then known as the Fourth Ward School, it replaced the smaller Beech Tree School, located on the northeast corner of Pennoyer and Beechtree. The five-acre building site was

purchased for \$1,600 from Lena and Henry J. Bolt, who had a garden and cow pasture. The first school building was made of brick, and the main entrance faced Pennoyer. The first floor, a few steps below ground level, had a boiler room, bathrooms, one classroom, and a kindergarten room. The main floor contained four classrooms, and the principal's office was on the third floor, because that person also was the sixth grade teacher. The high school used an athletic field at the Ferry School site, which included tennis courts. The first teacher-principal was Ella Mulder, followed by Myrtle Cherry. Cherry and Julia Soule were in charge of training high school graduates to teach. The school was completely rebuilt in 1926, and during wet periods it was the only usable high school football field in the state, thanks to its excellent drainage. In 1927, under Superintendent E. H. Babcock's watchful eye, an addition was begun at a cost of just under \$127,000. The foyer was built of caen stone, rinsed with hundreds of gallons of sour milk to give it a soft, antique look, and had a terrazzo floor, wrought iron railing, and recessed benches for visitors. The new classrooms reflected educational innovations of the time, with movable student seats and shelves for library books. Expansive windows, soft-colored walls, and floors covered with battleship-grey linoleum ensured a restful environment. The kindergarten room had a fireplace at one end, low seats along the wall so that young legs could reach the floor, drinking fountains set at the right height for that age group, a cloakroom, and private bathrooms. Also included were a large auditorium-gymnasium with a kitchenette, which could be used for a variety of functions, including social gatherings. The addition was dedicated on December 14, 1928, the same year that the name of the school was changed to Ferry, to honor Grand Haven's founding family. A spectacular fire on the morning of April 3, 1936 destroyed the school's east wing, which was replaced the next year by a \$40,000 addition, \$5,000 less than the insurance settlement for the loss. In January, 1971 a six-room annex was completed, containing five classrooms and a furnace room. Two years later, in March, another fire started in the art room on a school day. All the children were safely evacuated within a few minutes. A third fire, this one in August, 1975, was started in the kitchen by vandals who had ransacked the office. After thorough cleaning and repainting, the school opened on schedule. The first Parent Teacher Association began in November, 1919.

Among the notable teachers at the school was Irene Bolt, a granddaughter of the Henry J. Bolt who had donated the land for the school. Irene was a student

at Ferry, and came back to teach there from 1930 to 1935. Another was Laura Wuennecke, who came to Grand Haven in 1911 as a grade school teacher in rural Ottawa County and elsewhere, and became Principal at Ferry School in 1927. She retired in 1943. Eva Mae Sanders taught at Central, “Dick and Jane,” and Ferry Schools from 1960 to 1974. Her husband, Frank Sanders, taught at the Senior High School and was playground director at Ferry Field. He retired in 1969. Also remembered was Stephania Yurick, who taught at Ferry from 1935 to 1941 and again from 1955 to 1972, when she retired. In between the teaching assignments at Ferry, Yurick was at Grand Haven Junior High. Elizabeth McCracken taught at Ferry from 1945 to 1966. The next year she transferred to the new Griffin Elementary School, where she retired in 1974. Another teacher-principal was Lloyd McLaughlin, who came to the area in 1938 to teach English at the Grand Haven Junior High School. He joined Ferry school in 1943 as a sixth grade teacher and Principal. In 1952 he was relieved of his teaching responsibilities to devote all his time and energy to being Principal.

Ferrysburg School

School District #1, located in the Village of Ferrysburg, was organized in 1857. The next year Thomas Merrill was elected Director, B. F. Evans, Treasurer, and William M. Ferry, Moderator. In the mid-1880s women teachers were paid \$20 to \$24 per month for a ten-month school year, while male teachers received \$55 to \$60 for eight months. A small wooden schoolhouse, painted white, was built on Elm Street sometime after the Civil War, probably in the 1870s. The building was enlarged as attendance grew. A woman teacher instructed the small children. When they passed to the fourth grade, a male teacher was in charge. Each teacher had between 25 and 40 pupils. The school stopped at the eighth grade. The rooms were heated by wood-burning stoves. By 1926 there were 161 students and four teachers. High school students went to Grand Haven. John Sechestage was the principal.

In September, 1927 a two-story brick structure, built just north of the old school, replaced the frame building. The ground floor had four classrooms and lavatories, and the second floor had two classrooms, a library, and an auditorium with seating for 200. The auditorium could be converted into two more classrooms, if necessary. The Principal was given a small office. The building cost \$45,000. Late on February 10, 1953 a fire extensively damaged the

school. The 240 students were schooled temporarily in Spring Lake.

A one-story brick building replaced the burned edifice in September, 1954. It was located on a triangular piece of property west of the railroad tracks, bordered on the north by Roosevelt Road and on the south by Ridge Avenue. For a few years this building was sufficient for grades kindergarten through junior high school, but by the early 1960s the seventh and eighth graders were bussed into Grand Haven. On March 17, 1959, voters approved having the Ferrysburg School annexed to the Grand Haven school system, and the merger was completed in 1963. The Ferrysburg School continued to serve kindergarten through sixth grade until Lake Hills was built.

First Street School

Like the first school, built on Second Street in 1836, the structure erected at approximately 121 South First Street [Lot 70] in Grand Haven had no special name to set it apart from later ones, although Lillie referred to it as the Select School. When the building on Second Street was vacated about 1851, the home of Timothy Eastman on First Street was altered for use as a school. Emma Brayton, in her *Early Days in Grand Haven* [1907], was one of the students. She described it as having two floors, each with one large room and a small “recitation” room. High school students met upstairs, while the lower classes met below. The “school master,” Mrs Brayton wrote, “sat enthroned in state, some of them, alas, with the ruler only too close at hand.” As usual, a wood-burning stove furnished necessary heat, and on cold mornings the students were only too glad to congregate around the source of warmth and comfort.

German Lutheran School

The large German Lutheran community, in the vicinity of 168th and Warner in Grand Haven Township, built a school on the southeast corner of those roads. Frank Hendrych later purchased the school and made it part of his property, just across the street on 168th Avenue. It served as the Grand Haven Township Hall until the mid-1950s, and then went through a number of different owners, including nearby neighbor Ken Watson, a motorcycle club, and Mark Reenders, who bought it in 1999 to use it as an office.

Grand Haven High School

In September, 1922, a brick high school for grades nine through twelve opened on Seventh Street, and old Central was converted to serve kindergarten

through eighth grade. In 1953 a high school was built on land owned by the School Board since at least 1938, near the south end of Seventh Street in an area called Green Hill, used for sledding and for baseball and football games. The old high school was used for awhile as a junior high school, and then razed when a new junior high school opened on Griffin Street in 1967. In 1997 a \$32,000,000 high school campus, built for about 2,200 students, opened its doors at the northwest corner of Ferris Street and U.S. 31. A detached swimming pool was added two years later.

Griffin Elementary School

Built in 1967 at 1700 South Griffin and named for Henry Griffin, this elementary school was built to relieve Ferry of some of its student population. The school served grades kindergarten through sixth. Jim Kremer was the school's first principal.

Holmes Elementary School

This Spring Lake School, located at 426 East River Street, was named for Jay Holmes, Superintendent of Schools from 1923 to 1958. It replaced a school on the northeast corner of Buchanan and Exchange Streets that had been in use since 1894. The new one-story, sandstone building opened for classes to 500 students in the fall of 1951 and was dedicated on November 8 that year, with Congressman Gerald R. Ford leading the ribbon-cutting ceremony. It took less than 12 months to construct the \$425,000 structure. Two classrooms were added in subsequent years.

Indian School

Although Leo Lillie does not give it an official name, he refers to a school organized for local Native Americans at Battle Point, about six miles up the Grand River from Grand Haven. Rev. Bartlett, a Methodist-Episcopal circuit preacher, established the school in 1855. A "comfortable school house" was built, and a woman by the name of Maxwell ran the school [possibly Martha Maxwell from the Eastmanville School]. More than 20 Indian children attended.

Jackson Street School

The school located at 606 Jackson was a one-room wooden structure located on the south side of the street. It held about 20 students, and like most small schools, it had a wood stove that the teacher was required to maintain. The small, frame building at this address was constructed by the congregation of the First Christian Reformed Church in 1867 at 413 Columbus and moved to this site in 1872. The congregation of an African-American Church

purchased the building and used it for a few years. When the church failed, a member of the congregation by the name of Smith bought the building and rented it to the Christian School founders for fifty cents a week. In 1883 the Grand Haven School Board bought the building from Smith and opened it as a public school. The Christian School moved to 513 Jackson. In 1934 Matilda Kinkema, a former student at the Jackson Street School, wrote, "The only playground was the small front yard divided by a wooden sidewalk that led to the front door of the school. There, at recess, the first-graders enjoyed playing tops, drop the hanky, and jump rope. Inside the single classroom was a wooden seat with a desk for each pupil, probably about 20. There was wood stove to provide heat during the cold winter, and it was Miss [Francis] Finley's duty to keep the fire burning." [*Tribune* article, "Ferry's sister-in-law began tradition of quality education," June 26, 1984.]

Jeffers School

Built as a rural school in 1868, Jeffers was located at 14429 Leonard in Spring Lake Township. Like many small schoolhouses, the original building was converted to a residence.

Mary A. White Elementary School

In 1959 the Grand Haven School Board built a new elementary school on the corner of Ottawa and Wisconsin Streets [1400 Wisconsin Avenue]. Grand Haven Junior Historical Society were successful in petitioning the Board to name the new school after Grand Haven's first teacher, Mary Arms White.

McMann School

This Spring Lake school was established in 1856. It was located at the northeast corner of Old State Road and 144th Street. It was named for Jeremiah and Ellen North McMann, who donated the land for the school. It later became part of the Fruitport school system.

Monroe Street School

In the 1800s a school was located on Monroe between Fifth and Sixth Streets.

Normal School [Ottawa County Normal Training Class]

A normal school was a place of instruction where teachers were prepared by imitation, that is through the use of model teachers, practice teaching, and pedagogical critiques. Such schools set the "norm" for accepted teaching practices. A normal school was formally established in Grand Haven by act of the local school board at its meeting on March 20,

1906. At that time Edward P. Cummings was Superintendent of Schools, Neal McMillan was school board President, Jacob Glerum was Secretary, and Peter Klaver, Edward Moll, Henry Baar, and Albert Rysdorp were members. Grand Haven residents had approved the establishment of the school the previous December 12 by a vote of 585 to one, and state approval was received from the State Superintendent of Public Instruction, Patrick H. Kelly, in a letter dated March 7, 1906.

County normal schools were relatively new in Michigan, having been established by the State Legislature in 1903. The purpose of the schools was to train teachers for rural schools. In those early years of the twentieth century, only 6% of rural teachers in Michigan had a year or more of professional training. An eighth grade education was sufficient to qualify a person to teach in the one-room schoolhouses that dominated the rural scene. Normal schools were intended to offer free instruction "in principles of education and methods of teaching." The local school district had the obligation of providing teaching staff, "heated rooms," furniture, and a portion of the operating costs. The state would contribute \$1,500 for each teacher-trainer, up to a maximum of two, while the county and school district shared the remaining costs. Enrollment in each school was to be limited to 25 students.

The first Principal of the Ottawa County Normal School was Louise Kilbourne of Big Rapids, who was hired for \$800 a year, beginning with the school's opening on September 10, 1906. Twelve students were in the inaugural class: Minnie Draeger, Frances Falls, Gertrude Groeneveld, S. Hannah Hulme, Myrtle Loosmore, Nellie Moore, Ray E. Muzzall, Lena M. Plant, Gertrude Richards, Hiram Sevey, Cassa Weavers, and Kate Yock. Yock later married Martin Boon, future Mayor of Grand Haven. Teachers in that opening semester were Maude Isherwood, Emma Chadwick, and Charlotte Willebrand. Each of them received \$125 for their year's work. Superintendent Cummings also taught, and received an additional \$250.

Lawrence Van den Berg, who had been Principal at the high school, succeeded Cummings in 1907. John C. Hoekje served the next three years, from 1913 to 1916, and Arthur J. Donineau served from 1916 to 1920, rounding out the duration of the Normal School. After Kilbourne, Julia Soule was Principal of the Normal School between 1908 and 1917. Mary Howe, who was in charge until 1919, followed her. Ruby Larsen and Mildred Doyle were the last two principals, Larsen filling in during the

first semester of 1919-20 and Doyle serving the final semester of the school's existence. They were assisted by a number of teachers over the years, including Julia M. Young, Ruth A. East, Ethel Hutchins, Lucy Kellar, Rose Netzorg, Winnefred Warner, Marie A. Winsor, and Agnes S. Wright, plus the three who were there in the first year.

In its first year, the school used classroom space on the second floor [ground level] of Central School, opposite the boiler room and next to the Superintendent's office. In 1913 classes were moved to the new Fourth Ward School [Ferry School]. With the move came a shift in duties. The Principal began to teach academic subjects only, and a "critic teacher" was hired with the responsibility of teaching educational methods and supervising practice teaching. Myrtle Cherry was the first critic teacher. Four years later the school moved to the Columbus Street School, between First and Second Streets. Julia Soule left the institution, and Mary Howe replaced her as Principal. Ina B. Nelson took Myrtle Cherry's place. Two rooms were used at the new school. Two years after that Ruby Larsen was named Principal and Mildred Doyle covered the role of critic. Larsen served only the first semester. Doyle, who was Principal during the school's final semester in the spring of 1920, followed her.

To gain admission to the Normal School, prospective students had to complete at least the tenth grade, and beginning with the fall, 1909 semester, they needed to successfully pass an entrance examination. Students were expected to do well in 15 subjects, including arithmetic, agriculture, civics, orthography [correct spelling], physiology, psychology, pedagogy, reading, school management, and school law. In addition to that rather imposing curriculum, graduates needed to show "proficiency" in domestic science, drawing, manual training, music, practice teaching and critiquing others, penmanship, primary methods [presumably methods of teaching elementary classes], and the undefined "State Course of Study." Their overall goal was to ". . . learn facts basic to teaching, observe good teaching, and have practice in it." There was some interchange with Akeley Hall, but evidently very little.

Graduates who were at least 18 and who successfully completed the course of study were certified to teach all of the first eight grades. They were expected to become community leaders, to prepare a "hot dish for the school lunch," and to live with a family in the school district, usually headed by a member of the school board. The teaching

certificate was good for one year in a one-room or two-room school, and then could be renewed.

The cost of operations increased from \$1,300 the first year, to \$1,400 in 1908-09, \$1,975 in 1914-15, \$2,210 in 1917-18, \$2,400 in 1918-19, and \$2,400 the last two years of operation. The school district, the county, and the state shared funding. The school closed at the end of the 1919-20 school year because leaders felt its goal had been achieved of preparing young people to teach in rural schools. In its 14 years of existence, 165 women and ten men from throughout the county were graduated from the Normal School. [Adapted from an unpublished monograph by Fleda Nevins, 1966.]

Nunica School

The first schoolhouse in Crockery Township was built on what later became the grounds of Terra Verde Golf Course [11741 Leonard]. The one-room frame building was purchased from the Spoonville School Board for \$100 in 1864 and used until a new one was built eleven years later. The original school was moved and used as a German church, but its ultimate fate is unknown. The second school, a two-story frame building, was used until 1956. Through the succeeding years the building served as a storage facility until 1998, when Bonnie Corbin spotted the abandoned building. She and her husband purchased it from Gerald Pitcher with the intent of making it into their residence.

Park Street School

On November 3, 1854, Spring Lake Township acquired the property on the southeast corner of Liberty and Park Streets for a new Park Street School.

Peach Plains School

Sometime between 1864 and 1876 the first Peach Plains School was built on a five-acre parcel near the northeast corner of 160th Avenue and Comstock. It was a one-room building with an outside pump, pail, and dipper, and of course outside toilets. During the winter, a large wood-burning stove provided heat and a place to dry wet clothing. As was typical in the early schools, the teacher served as custodian and had the responsibility of keeping the stove fired up. The teacher received room and board at a nearby home of one of the students' parents. Peach Plains School was not part of the Grand Haven School system until much later. In 1919 about 100 children were enrolled, and one teacher was hired to handle all eight grades. A new school was built in 1922, with inside plumbing and a drinking fountain, but desks weren't added until a

few years later. In 1953 a brick building was put up, which consisted of four classrooms. In 1956, four more classrooms were added, and three years later another addition was put on, which included a kitchen, multi-purpose room, office space, and six more classrooms. An east wing was added in 1964, which housed the media center and several more classrooms. The 1922 schoolhouse wasn't replaced until 1965. Three years later four more classrooms were added, and in 1990 a classroom and more space for the media center were attached. By 1998 470 students were enrolled in the kindergarten through fifth grade school. Its current address is 15849 Comstock Road.

Pigeon Creek School

The first school in the area, "School District No. 3," was a log building in an Indian settlement north of Pigeon Creek, which opened about 1869. The next school, called Pigeon Creek School, was located at the southeast corner of 168th and Pierce in Grand Haven Township. It was built in 1878. Former student Don Edward I recalled being hired as a boy to do such odd jobs around the school as stoking the furnace and raising the flag for \$5 a month. The building was wired for electricity during WWII. The building was wired for electricity during WWII. In the fall of 1961 students started attending Agnew School, part of the Grand Haven system, and Pigeon Creek closed its doors for good. Lester Fuite purchased the school and moved it to his property at 16916 Pierce. He died in April, 1966, and his wife, Helen, passed away in 2001. Subsequent to her death former Pigeon Creek student Paul Zelenka and others purchased the 80-acre Fuite property and donated the building and lot to the Pigeon Creek Schoolhouse Preservation Society, formed under the leadership of Diane Cole, another former student and daughter of Don Edward. The Preservation Society was granted non-profit status in 2002, and began raising funds. The school was returned to its original half-acre in 2007, after the Society gained title to the land. The building, now given the address 16970 Pierce, was placed on its original four corner stones, which were found undisturbed. An auction of the Fuites's household goods, held on December 1, 2001, included items from the school. Diane Cole paid \$595 for the school bell that cost \$13 in 1891. As additional funds were raised, the Society's volunteers continued renovating the deteriorating structure. [*Tribune* articles, July 25, 2003 and August 9, 2005, and *Chronicle* article, August 21, 2010.]

Polkton School

Polkton School District Number 1 is the oldest public school system in west Michigan. The first school, located in Eastmanville, was organized in 1842 and built two years later at a cost of \$75. Timothy Eastman did most of the work.

Robar School

Considered the first school in Port Sheldon Township [originally part of Olive Township], it was named after the John C. Robar family. In the early 1900s it was converted to church use and in 1924 it became the first Port Sheldon Township Hall.

Robinson School

Like the other townships, Robinson had a system of one-room schoolhouses scattered around. In 1958, seven of these schools were consolidated into one new building located at 11801 120th Street. In the year of consolidation, there were 303 students attending grades kindergarten through eighth. By 1998, the number had increased to 575 students in grades kindergarten through sixth. Children in the upper grades were bused to Grand Haven. Robinson Township was named for Rix Robinson, who had opened a fur-trading post in Grand Haven in 1821. He and his brothers had extensive land holdings throughout the township.

Rosy Mound School

An acre of land, purchased for \$10, was the start of what evolved into Rosy Mound School. It was bought on March 23, 1861 from Nathan and Adeline Marble of New York State, and was located on the southeast corner of Ferris Street and Lakeshore Drive.

The first school was constructed for the grand sum of \$150. It housed 24 children from time to time in the six-months' session, with 15 of them attending an average of five months in 1862. Minnie Smith Ewald, the first teacher, was paid \$52 that year. The salary schedule went up to \$56 by 1863, when there were 25 students between the ages of five and 20 in the district. Eighteen of them attended school an average of three and one-half months of the 10-month session.

Hendrick Van Balgoyen of Grand Haven was director of the district, according to the 1863 annual report of school inspectors.

When the school district was born, its home was known as Ottawa Township in the County of Ottawa. Then, on March 20, 1863, the name was changed to Grand Haven Township. It was not until

1867 that the City of Grand Haven and Grand Haven Township became separate entities.

The little schoolhouse, which also was used as a town meeting house, was reduced to ashes on January 9, 1900. The fire occurred during the night, and a *Tribune* article on January 10, reported, "Fred Saul and other farmers who live near the school were surprised when they woke this morning to find the building in ashes." It was believed that tramps caused the fire. Teacher Alfred Eddy Chappell, of Berlin, reported the school had been locked that night.

The school and its contents were insured for \$400 with John Pfaff's agency. Until the school was rebuilt, students attended the German Lutheran School next to the German Lutheran Emanuel Church, located across from the Town Hall at Warner and 168th Streets, a structure still standing in the early 21st century. Frank Hendrych, whose farm was across the street on 168th Avenue, later purchased the German School and made it part of his home on 168th Avenue near Warner. The church was moved to Agnew and in 1952 [1955] to its present location on M-45 near U.S. 31.

"Something of A War" was waged, according to January, 1900 newspaper articles, concerning the location of a new Rosy Mound School. Some people in the district wanted a different site, and a petition to form a sixth district was made in March of 1900. Organizers proposed building a new school, to be located on Beech Tree Road [168th Avenue] on the small plot of land known as Strahsburg Corner, where Stone School later was located on the southeast corner of Ferris and U.S. 31. The petition was denied on March 26, 1900, because other school districts objected to the removal of property that would affect tax rolls. It was not until 1911 that District 6 was formed. Rosy Mound School was rebuilt on the old site for about \$600. Sam Struveling and his assistant, Frank Kaatz, did the carpentry work on the 24' by 36' structure for \$110. The masonry contract went to Isaac Dekker on his bid of \$35.

At the annual meeting of July 9, 1900, A. C. Northouse was re-elected director of the school district, and it was announced the new Rosy Mound School would be completed and equipped by fall.

The problem of youngsters crossing the highway and the railroad track was a concern to parents. Even before the new school district was formed southeast of Rosy Mound, another petition, on August 16, 1909, was granted for transferring certain students to District 1. They lived more than

two and a quarter miles from Rosy Mound, and had to cross the tracks at an hour when trains were due. They transferred to Peach Plains School.

Rosy Mound School was moved north, from Section 9 in Grand Haven Township to Section 4, in 1911. George Bruhn, school director, hired a Mr Palmer to do the job. The new location was made possible through a gift of three-quarters of an acre of land by John and Margareth Majerus, who stipulated it be used for the school within that year. A daughter recalled that event in a letter to the editor of the *Grand Haven Tribune*, February, 1961: "Reading of the annexation of the Rosy Mound School to Grand Haven School brings to my mind that my father, John Majerus, of Alhambra, California, still living and 90 years old, gave the first piece of land the old school was built on and where the new one now stands, some 50 years ago so I wouldn't have far to go to school.

"We lived in the house across the road then in a fairly nice farm home.

"Thought the people of Rosy Mound School would like to know why the school was built there. Mrs E. Seaberg, 610 Elliott Street."

The original acre on Ferris Street, bought for \$10, was sold in 1914 for \$20.

A library was established in 1914, a furnace to replace the old wood burning stove was installed in 1922, and in 1923 the "outside plumbing" was abandoned and chemical toilets were placed inside. These were replaced with flush toilets in 1947.

School board members in 1925 had a white pine cut down and fashioned into a 40-foot flagpole for the school. In 1929, swings were added in the play area. Electricity was installed in 1938, so teachers no longer had to light the six kerosene lamps. A telephone was installed in 1950.

Teacher Edith Briggs organized the first 4-H Club in the school district in the 1920s. The endeavor began again in the 1950s under the direction of Robert Bottje. The "Rosy Mound Mothers Club" was first formed in 1948 when eight mothers attended the initial gathering.

At a cost of \$45,000 a new school was erected in 1952, just north of the 41-year old building, which was then razed. The new school had two classrooms, a 4-H room, office, furnace room, and small kitchen, though it was not until 1959 that a hot lunch program got under way. A three-classroom addition was built onto the school in 1956-57 for \$70,000, and was ready for school opening in September, 1957.

An additional five acres of land were purchased in 1959, which, with the land purchased at the time of the 1951-52 construction, brought the total to slightly over 10 acres.

Rosy Mound electors voted to annex to the Grand Haven School District on January 16, 1962. There were 128 students in the Rosy Mound School that year, compared to 1936-37, when only three families sent children to school and seven students were enrolled.

Other additions and remodeling changed the school into a sizable complex that soon housed about 400 students.

An undated document, but probably from 1961, recalled a special observance of the school's centennial celebration: "A reunion of Rosy Mound students, teachers, and school board members from past and present was enjoyed by 450 Saturday.

"The school was bustling with people who turned out for the gigantic celebration of the school's 100th anniversary, planned by Mrs Esther Henning, fifth-sixth grade teacher.

"Principal Frank Such conducted a program at 3 p.m. when old timers were honored.

"Gifts were presented to Mr John Walsma (former Hannah De Young), the only surviving local teacher who taught in the original school building in 1895-96; Fred Strahsburg, 84, the oldest former student; Mrs Kathryn Vandenberg, who taught for the most years (1936-49); Mrs Lewis (Rose Sonrel) Clark, who was a former student, teacher and school board member; George Bruhn, who was director from 1908-11 and treasurer from 1919-30; and Mrs. Edith Viau (formerly Strahsburg), who came the greatest distance to attend.

"Mrs Viau traveled from San Bernardino, California to be here for the centennial with her sister and brothers, all of whom had attended Rosy Mound School. They are Mrs. Martha Austin, 212 De Spelder; Henry Strahsburg, Grand Rapids, who also was a custodian at Rosy Mound at one time; and Fred Strahsburg, 1530 Washington, who was the oldest former student attending.

"One room was set aside for exhibits of students' research on Rosy Mound and the surrounding area. The display included Indian dolls, moccasins, tom toms, an old buckboard and wagon wheel, old school books, in addition to materials collected on the dune, maps and written data.

"Down Memory Lane' was another room display of items from early days. Rocking chairs gave visitors

a chance to sit and rest and browse through old albums, magazines and books.

“A pioneer classroom included the old fashioned desks and slates, a pot belly stove, old globe, water bucket and dipper, bench and old books.

“Two hundred people viewed the slides, presented by Mrs Henning, on her students’ trips to Rosy Mound dune. There was standing room only.”

Another document, dated 1953, also recalled earlier times: “*Memoirs of Rosy Mound,*’ an historical pageant written by Esther Henning, was presented at Mary White School. A report on the pageant continued:

“Open to the public, the pageant was of interest to all who recalled or liked to recall, the early days in Grand Haven area. There was no charge.

“Thirty pupils from Rosy Mound participated. All were fifth and sixth graders of Mrs Henning with the exception of three kindergartners.

“Mrs Henning had gained recognition with earlier pageants about the area, having successfully written and produced ‘Voice of the River,’ about Eastmanville in 1951; and ‘The Soil Speaks,’ for the West Ottawa Soil Conservation at the Marne Fair Grounds six years ago

“The four part pageant, with some 17 scenes, took about 75 minutes to enact. Three backdrops provided the scenery for the pioneer setting. The Indian scenes were depicted by painted wigwam, trees, owls, pottery, etc., and there was a log cabin scene and a one-room schoolhouse background.

“Part I included eight Indian scenes from 1700 to about 1840. They concerned the Potawatomie and the Ottawa tribes, and how they were gradually pushed out by the pioneers.

“Feast of the Dead at Crockery showed how the tribe mourned the dead for two days every May before leaving for Mackinaw. Food in bowls was placed on the graves.

“Chief Shiawassee wanted to kill all the whites at Grand Haven, as shown in one scene. Chief Old Rock, however, was friendly with Reverend Ferry and refused to attack. Chief Shiawassee left for Canada and never returned, history relates.

“The Ferry home was depicted in Part II, telling of the long wait for food to arrive after a ship carrying provisions was ship-wrecked in the winter of 1835-36.

“The Old Grandville Road was featured here too, for older residents of this area to reminisce. In the

pageant, Jean Baptiste Parrisien carried the first mail in 1835-40. At this time, the road was the western terminal road from Detroit, known as Grand River Road.

“Humor was injected into the pageant in the one-room school scene and when the merry Oldsmobile broke down in 1915.

“Characters portrayed in the pageant included the Rev. William Ferry, Nathan White, Amanda Ferry, Mary A. White, the Duvernays and Elizabeth and Eleanor Griffin, as well as Indians, lumbermen, pioneers and families of present day residents.

“David Werner narrated the pageant and Mrs William Wiltse provided the musical accompaniment. Mrs Henning, director, had makeup and costume committees working for her.

“The cast included Laura Anderson, Cynthia Vincent, Bob Diedrich, Suzanne Sonrel, Douglas Newton, Gerry Endenburg, Ricky Mason, Mark Bottje, Larry Holzinger, Larry Moore, Barbara Hyde, Kerry Schroeder.

“Larry Meyer, Jimmy Aysk, Dianna Mason, Ruth Mason, Debra Dewitt, Sandra Bredehoft, Charlene Peters, Jane Soltys, Judy Reenders, Barrie Brosseit and Kindergartners June Marvel, Donnie Bottje and Linda Coverly.

“Included in the cast also were Owen Schroeder, Shirley Mason, Don Allred, Marja Endenburg, Sharon Coverly and Doug Morrison.

“School children from selected groups saw the pageant Thursday and Friday afternoons, and any adult who could not come to the Thursday or Friday night performance, was invited to attend the 1:30 p.m. show Thursday or Friday.”

Henning died at a nursing Sparta home around June 7, 1996. Beside Rosy Mound, she also taught at Eastmanville, Delany, and Ravenna schools. [Tribune, June 7, 1996].

Letters from former teachers provide more insight into the early years. One was written by Anna O’Beck, who taught at Rosy Mound School in 1893 and 1894, when it was at its Ferris Street location. It was written for the 1953 “Open House,” noted above.

“Greeting to all the girls and boys attending Rosy Mound School and may every success be yours, in this, your unique venture.

“More than one hundred years ago, sturdy industrious, honest women and men settled in this part of the country, clearing the land, establishing

their homes, founding churches and building school houses.

“Today you have one of the most beautiful and best equipped rural schools in Michigan. Your teachers are well trained and able to direct, guide and teach you, and your parents more than willing to provide the best of everything for you. Your inheritance is certainly a rich one.

“I am reminded of a day many years ago when I taught in Rosy Mound School, and am wondering if you would like to go with me, in an invisible form, as I start out to work.

“Early one September morning, wearing a simple cotton dress and heavy shoes, and carrying a small lunch basket in one hand, and a portfolio of supplies in the other, I left my home with a happy heart, I was going to teach, and that was the one thing I wanted most to do.

“The walking was not so bad, until I came to the corner of what is now known as Sheldon Road at Robbins Road. No more sidewalks or grassy path—nothing but heavy sand and deep ruts in the road. After I had passed the second turn in the road, a small girl came running to meet me. She had a small pail in one hand and school supplies in the other hand. She greeted me with the words, ‘You are the new teacher, aren’t you? My name is Minnie McComb.’ The gay chatter of her voice and the lilt of her laughter, as we walked along, made me think less of tired feet, heavy sand and distance.

“The Vincent trio, each member carrying a little tin pail and books, joined us as we were passing their gate. The conversation became more animated now and as we entered the deep woods at the base and east side of Rosy Mound, they tried their best to show me they were not afraid of any armed bandits or wild beasts, that might be in hiding. I for one was glad to get out in the sunlight again.

“The Nordhouse girls, each wearing a R. M. Badge, met us as we came out of the woods, and together we climbed the corduroy road, which was a hard job, but not nearly as bad as if it were all ruts and sand. Pearl Nordhouse and her brother, properly labeled, were waiting for us at the top of the hill. The walking was easier now, since there were grassy stretches on either side of the road. Coming up from his home in the valley, we could see black eyed Frank Bradenhof [Bredehoft], wearing his badge, running to be in time to meet us at his gate. The last children to join the group were the Vos trio. This was the assembly pattern we followed for the next one hundred and seventy-nine days of the school

year, and on the jaunt home it was followed in the reverse order.

“Not too long after the addition of the Vos children, the school house came into view—a dingy white beggar sunning by the roadside.

“A number of the children, who lived in the eastern part of the district, had gathered around the door, eager to enter the building. I had walked exactly four miles. I brushed some of the dust from my clothing and asked them to remain out of doors for a few more minutes. I wanted to experience the transforming power that a group of enthusiastic children would have on the interior of the building.

“I walked into the vestibule. Against the north wall was a large pile of wood and near the south wall, a pump and dipper. The floor of the schoolroom proper was made of rough wide boards, and wainscoating high with large spikes, driven in at regular intervals, about three feet above the floor. A large rusty box stove, four rows of double seats, a home made recitation bench, a cheap desk and chair for the teacher, furnished the room. A small black board hung on the east wall and there were windows on the south and north sides.

“After freshening up a bit at the pump, I opened the door. I have never seen more happiness and enthusiasm in children than this crowd displayed. Hanging their pails on the big spikes, they covered them with their wraps and took their seats, ready to begin at the signal. By ten o’clock we were on our way to the end of the school year.

“Very early in the term we began to anticipate the need of entertainment during stormy weather, so I brought from home a strong jumping rope, bean bags, and story books—The Chatterbox, Black Beauty, Aesops Fables, etc. The children furnished small balls, jack-stones, jack-knives, and marbles and doll clothes, quilt patches and carpet rags for the girls. When we could not go out of doors, the furniture was moved and we had quite an indoor play ground. One corner of the floor was reserved for mumble-peg and the boys soon began to dig down to China. Carpet rag sewing proved a boon to the girls, who each day had to sew a certain amount by evening story or play games. They began to wish for rain every day.

“We had very good times, working, playing, and eating together. The girls and boys did me untold good and my prayer is that I might have helped them to become good citizens. And so another school year rolled along.

“Sincerely yours, Anna O’Beck”

In addition to the description of the old school that burned in 1900 as told by Anna O'Beck, Mrs Ed Haan added the following: "The building was lighted by kerosene wall lamps with reflectors. The stove stood toward the back of the room and had a shield around it. There were three windows on the south wall and on the north.

"A hand bell was used to call the children in. A wood shed was built against the school. There were halls inside. There was one outside door and above it in white letters were the words 'God Bless Our School.'" She remembered the school as being bluish green in color.

Frances Seifert Bronson wrote some interesting retrospectives about the school as she remembered them when she taught at the school in 1907 through 1908.

"Teaching a district school 55 years ago was a rugged experience in several ways. There were very few automobiles in those days, and no improved highways. The Rosy Mound School where I taught was at the old Rosy Mound site, and although it was situated only five miles from my home, it was necessary to board in the country during the week because there was no other transportation except by horse and buggy. Every Friday someone called for me, and Sunday afternoon they brought me back. When the spring floods came, the roads were sometimes flooded up to the horses' bodies.

"In the winter, our horse Dick would flounder through the snow, hardly being able to keep his balance as he plunged his hoofs into the deep snow. My first year at Rosy Mound School, I boarded at the home of Mr. & Mrs. Herman Schmidt, on a side road only a quarter mile from the school. The second year I boarded with the John Van Doorne family on Beech Tree Road. This was one of the happiest families I have ever known. There were at home two daughters, Marie and Gertrude, one grown son, and a younger girl, Renee, who attended school.

"School lasted only eight months, so a good deal of the term was during the colder months. It was a one room school with two entrances. We had a flat topped oblong wood burner to heat the school. I think the boy who did the janitor work was Lawrence Bredehoft. He must have been a faithful worker, because I don't remember ever coming to a cold school house.

"The children all enjoyed singing. We had a little printed book of words called 'The Knapsack.' We gave a Christmas program each year. There was very little public entertainment in those days, so the

parents as well as the children, enjoyed these amateur programs. There was no P.T.A. either, but the teacher was supposed to call on each family once a year. Most of it was done on foot. That was a lot to expect from a teacher who was paid only \$40 a month.

"At the close of my second year at the Rosy Mound School we had a picnic and ball game.

"At that time there were several nice farms along the Rosy Mound Road, but the sand from the Dunes has blown over many of them. My own Uncle Fred Saul and Aunt Rosa once lived next door to the school, and as a child, I can remember her lovely rose and flower garden, and the red raspberries we picked on their farm. I visit my relatives in Grand Haven each summer, and reminisce as we drive along the highway. It is quite different from the days when I taught at Rosy Mound."

The following letter, from Grace Smith Rosso, who taught in the one-room school the next year after it was moved across from the mound, captured more of the flavor of early schools:

"Rosy Mound School Enters My Life

"My first job after graduating from Ottawa County Normal was at Rosy Mound School. That was in June, 1912.

"Transportation was on foot. I started out at 7:00 each morning and often met Miss Emma Hilderink when I reached the Pere Marquette Railroad tracks. She taught at the Stone school and often gave me the moral support I needed.

"On a few occasions we were given a ride on the hand car used for maintenance by the railroad crew. As I think of those walks now, a day's work was half accomplished upon arriving at the little white school house.

"There was a pump in the yard and a pail and dipper were in the little coat room.

"The school room always seemed dark and gloomy except on sunny days. There was no lighting, except the windows on each side of the building.

"A little old fashioned stove greeted me first. Little Charles Bredehoft took care of the heating. We all wore plenty of clothing so I have no recollection of suffering from the cold.

"Our books were not attractive, but we learned about rivers, deltas and islands out of doors. The hill on rainy days showed us examples of how soil and rocks were carried down stream.

“There were eighteen pupils and I believe the Pecks out-numbered the other families. These names come to my mind. Warber, Bruhn, Sonrel, Peck, Bredehoft, Majeries [Majerus] and possibly Vincent. I may be confusing the last name with a school board member.

“Our Christmas program consisted of recitations and songs. It was held on the afternoon. There was a piano in the home across the street from the school and we went over there to sing several times.

“I was fortunate to get a ride into Grand Haven with Mr Charles Clark whose mail route passed that way.

“It pleases me to see a modern building and attractive materials to work with at this time.

“My best wishes to the progress of Rosy Mound School. Grace S. Rosso.”

Carl D. Comstock recalled some interesting items: “During the year 1925-26, under Mr Gerrit G. Groenewoud, county school commissioner, spelling bees were held. The Rosy Mound winners were Ella Joslin, Raymond Francisco, Robert Sonrel. They won against the Peach Plains School where the township meeting was held. Then at Allendale School Raymond Francisco took third place in the county and received three dollars.

“My eighth graders that year all passed the county examinations and received their diplomas.”

Amy Hagadone Dunk taught during 1950-51, the next to the last year for the one-room school:

“I taught in the old one-room school house—but with modern conveniences. We had a telephone, drinking fountain, flush toilets, record player, mimeograph machine, movie projector and an ample library. We still had the old bell which we rang at the start of the school day and also for recess and fire drills.”

“Rosy Mound, both schools and dune,
We’re very thankful for your past;
We pray your future will still brighter be,
And that many more will find happiness in thee.”

--source unknown

[Most of this history of Rosy Mound School was adapted from an article written by Mrs Robert Brady and Mrs Robert Sonrel, who took on the research project by scanning old township records and *Tribune* microfilm and talking to former teachers and students.]

St. Patrick’s School

The school operated by St. Patrick’s Catholic Church was located on Fulton near Eighth Street in Grand Haven. It opened its doors for the first time in September, 1919, under the jurisdiction of the Grand Rapids Diocese. At the outset seven grades were provided, but for five years grades one through ten were made available, then grades one through eight.

Second Street School

Grand Haven’s first school did not have an identifying name. The frame building on Lot 186 [approximately 16 South Second Street] was a plain, 24’ by 30’ one-room structure that was used as a public meeting house, church, public building, court house, and school for Mary A. White’s classes. It served as Grand Haven’s only school for the next 15 years, and as many as 120 students were in attendance at one time. It was replaced by a school on First Street, not far from Clinton.

Select School

See First Street School.

Sheldon Woods

Sheldon Woods School was dedicated on April 12, 1966, almost a year after its opening. It was located at the corner of Blair Street and 172nd Avenue.

Smith School

Built in 1870, Smith School was located on the corner of Butternut Drive and Van Buren Street in Port Sheldon Township. The school took its name from the Richard Smith family, who resided in the district for many years. A new building was erected in 1885-86, and the earlier structure was used to store firewood. Jude Fred T. Miles attended the school as a youngster and later taught there. A Miss Pratt was the first teacher.

Spring Lake Junior/Senior High School

In 1958 Spring Lake voters approved a \$1.35 million bond issue to build a combined junior/senior high school at 345 Hammond Street. The new school opened the next year, and Spring Lake students no longer had to take the bus to Grand Haven. Three years after that the school district became independent of the Grand Haven system. The center section of the building originally housed junior high students. The trademark arches dated from that year, also. In 1963 Spring Lake added freshmen and sophomores. The first class to complete four years in the new building graduated in 1965. Also in 1963 a new junior high section was

added to the north end, allowing the high school to expand into its former space. Five years later the school was again enlarged with an addition to the south side. That space eventually housed the high school gymnasium, the pool, art and home economics classrooms, and technology and administrative offices. In 1991 two science classrooms were added to the west side.

A 175,000 square foot high school was opened at 16140 148th Avenue in Spring Lake Township in the fall of 2000. The new school housed ninth through twelfth grades. Voters made the new construction possible when they approved a \$22.8 million bond issue in May, 1997. After moving into the new high school, the Hammond Street structure was renovated to house upper elementary and intermediate students.

Stone School

In 1900 parents were distressed over the problem of children crossing railroad tracks to get to Rosy Mound School. On March 15, 1900 those who lived east of the tracks petitioned to form a new district. It was denied and the students continued to travel by foot to Rosy Mound. Approval finally was granted in 1911 and a bond issue for \$1,500 was sold to the Grand Haven State Bank on April 1 of that year for a new school district in Grand Haven Township and a new building. A total of \$294.34 was paid to the new District Six by the Township Clerk according to the number of children transferred from Rosy Mound's District Two.

The site at Beech Tree [Beechtree/168th Avenue], called "Strahsburg Corner," was purchased from William Strahsburg for \$100. Ruiter & Groenevelt, who were paid \$1,163.50 for their work, began construction in June. The outhouses cost \$136.00 extra. At the end of the year, total cost of the school, including desks, books, stove, coal, and miscellaneous items, was \$1,495.40. The building got the name "Stone School" from the concrete blocks that were used to construct the one-room schoolhouse, which housed kindergarten through eighth grade.

Stone School students, once removed from the Rosy Mound District because of hazardous transportation problems, in 1962 were recombined and became part of the Grand Haven School District. Stone School was converted to an educational materials center and the students were relocated to Rosy Mound.

Transportation was no longer a problem, since bus service was inaugurated for the benefit of children in the outlying areas of the Grand Haven district.

Eventually the school building was sold and converted to office space.

A well-known graduate of Stone School, Dr. Anthony Radspieler, born about 1927, was appointed American consul at Frankfurt, Germany by President Kennedy. He had been reassigned the previous April to the American Consulate General in Frankfurt, Germany, where he was chief of the Economic Affairs Section. He also had served with the Department of State in Washington, D. C.

Taylor School

Built in Crockery Township on Leonard Road, just west of 100th Avenue, Taylor was the first Township school. It was organized in 1849 and named for its first teacher.

Union School of Grand Haven

A "Union" school was one that merged districts or buildings. In 1860 the Clinton Street School, also known as the Grand Haven Union School, opened on the block bounded by Seventh, Sixth, Franklin, and Clinton Streets, land for which the schools paid \$1,200. The School Board then raised \$10,000 to begin construction, and the large, frame structure soon opened, allowing the school on First Street once again to become a residence. The total cost of the Union School was \$50,000. In 1862 Charles W. Cushman was Principal, assisted by Nettie Hubbard and Sarah Middlemist.

Union School of Spring Lake

There also was a Union School in Spring Lake. In 1867 voters in the Village agreed to "proceed to organize a Union or graded school." The school was built on Exchange Street in 1869 at a cost of \$6,444. In 1873, \$400 was raised to add the north wing, the upper floor of which was finished and furnished in 1880 at a cost of \$534. This was the first graded Spring Lake school, and it served grades one through eight. It was destroyed in the devastating fire of May 11, 1893, and replaced the following year by a brick building at a cost of \$12,000. The building was used until it was replaced by Holmes School in 1951. High school courses were available either in Muskegon or Grand Haven.

West Olive School

The first West Olive School, built in 1863, was destroyed by fire on January 16, 1953. A new school was dedicated in March, 1954. The first teacher at the old school was Sarah Tate of Georgetown.

SCHOOL HISTORY

Mary A. White, Rev. Ferry's sister-in-law opened the first classroom in the area, in 1835, in the attic of the Ferry home at the southeast corner of Washington and Harbor Streets. The next year "Aunt Mary," as she came to be called, taught nine pioneer children in the first frame building erected in Grand Haven: William, Thomas, and Noah Ferry; Francis, Peter, and Louise Duvernay; and Mason, George, and Galen Eastman. The multi-purpose building on Second Street, across from the later Armory, was erected on land donated by Rev. Ferry for that purpose. It was not unusual for lumberjacks and sailors to sit in on her classes when they could. Mary White taught the Presbyterian Sunday school in the same building beginning that year. In 1851 a more permanent structure, referred to by Leo Lillie as the Select School, was opened on First Street between Clinton and Franklin Streets. In 1860 the Clinton Street School, also known as the Grand Haven Union School, was built in the block bounded by Seventh, Sixth, Franklin, and Clinton Streets. In 1862 Charles W. Cushman was Principal, assisted by Nettie Hubbard and Sarah Middlemist.

The first Central School was constructed on the highest crest of this site in 1870 to house all grades, kindergarten through high school. Union school eventually was razed. The new brick building, which cost \$50,000, burned down in 1901, and its replacement opened the next year, only to burn down in 1963. This building, too, was replaced, and became Central Elementary School. Central High School's first graduating class in 1876 numbered three. By 1900 there were 27 graduating students, in 1951 the number grew to 135, and in 1999 approximately 480 students graduated.

In September, 1922, a brick high school opened on Seventh Street, and Central was converted to serve kindergarten through eighth grade. In 1953 a high school was built on land owned by the School Board since at least 1938, near the south end of Seventh Street in an area called Green Hill, used for sledding and for baseball and football games. The old high school was used for awhile as a junior high school, and then razed when a new junior high school opened on Griffin Street in 1967. The 1953 high school and the junior high school on Griffin Streets were converted to middle schools in the fall of 1997, when yet another high school, costing more than \$32,000,000, opened its doors on Ferris Street in Grand Haven Township.

In pioneer days the school organization was far different from the way we know it today. Then there were no free schools, no highly educated

teachers, and no County Superintendents. During that period each township had three school inspectors whose duty it was to organize districts, apportion school monies to the district, examine teachers, grant certification, and visit schools. Records of the Grand Haven Township School Board show that this system lasted until at least 1909. On April 21, 1904 the Township Board adopted this motion: "Motion made and supported that the clerk of the school board notify the several school directors that strict attention should be paid that every child between six and 14 years of age must attend at least six months school every year."

The library books for the whole township were bought and distributed by this board. The records of October 3, 1904 contain the following statement: "New books for the library were inspected and found satisfactory. After the meeting was adjourned George. Minnift and Walter Du Bois inspected the schools and August Woerink exchanged the library books to the different districts by order of the board. Ninety-eight of these books were delivered to Albert C. Northouse, director of District 2, Rosy Mound."

The entry for April 28, 1908 read: "School District No. 2 notified the town clerk that on April 26, 1908, William Schmidt [was appointed] director of said district to fill the vacancy created by the death of Albert C. Northouse, the late incumbent." Those serving on this board, besides A. C. Northouse from the Rosy Mound District, were Henry Saul, Peter C. Northouse, and John Van Doorne. During his term on the board in 1906, Henry Saul submitted the following bills: one day on board examining schools, \$1.50; one day buying library books, \$1.50; half day for going to treasurer for library money, \$.75 and exchanging library books with horse, \$2.00—a total of \$5.75.

The examination of teachers was taken over by a County Superintendent of Schools in 1866.

In 1867 Ottawa County had 67 frame school buildings, 14 log houses, five graded schools, 51 qualified male teachers, and 150 qualified female teachers. The value of the teachers' board was \$2,682.38 and the average length of school was 6.9 months

In 1870 Ottawa County had a normal school [teacher training institution] that had the following rule: "While in the building, students are not to communicate with each other in any manner, except at the short recesses, and then only with seat mates or by special permission of a teacher with other pupils in a room."

The system of taxation during the early years for the support of the common schools consisted of (1) a tax of two mills on each dollar of valuation of the taxable property; (2) an annual district tax voted at the school meeting not to exceed \$1 for every scholar in the district between the ages of four and eighteen years; and (3) a rate bill against the person or persons sending children to school, for the amount of tuition and fuel, for which he was liable. This rate bill could be collected, if necessary, by distress and sale of goods and chattels. The money from the dog tax was given to the schools from about 1905 to 1920.

In 1895 Peter Northouse, who lived across the street from the school, was Clerk of the Board of School Inspectors, and around 1900 he became a Director.

Albert lived south of his brother on the farm later owned by Gus Miller, and according to the Grand Haven Daily Tribune of July 3, 1900 raised bees: "Albert Northouse, the veteran bee man of Rosy Mound, says there will be an unprecedented amount of honey this year. The bees have been fairly in clover all the spring." He was Clerk of Inspectors of Grand Haven Township School Board and County Inspectors in 1881 and Director of District #2 [Rosy Mound] from 1898 until his death in 1908.

Henry Saul always took a lively interest in public affairs of the township and ably represented it on the Board of Supervisors. In 1899 he was Clerk of the Grand Haven Township School Board. In 1908 he was Treasurer of the Rosy Mound district and in 1906 he was Chairman of School Inspectors. At one time he owned the property on which the original school stood, so it sometimes was referred to as the Saul School.

John Van Doorne was born in Grand Haven Township in 1858 and lived here until his death in 1929. Besides serving on the township School Board, he was Treasurer of the Stone School District from 1911 until the time of his death.

Mrs John Walsma, who formerly lived at 120 South Third Street in Grand Haven, taught at Rosy Mound before 1900. Two other teachers were a Mrs Snead and Hannah Roost, who also was a resident of Grand Haven.

Four others who taught in those early years were Jenny Welsh, Hannah Clark [later Mrs Benjamin Borton], who died in 1953; Anna O'Beck, who died in 1960; and Alfred Eddy Chappell, who died in 1952. Chappell was the teacher at the first school in that district, then located on the southeast corner of Ferris and Lakeshore, when it burned down in 1900. County records of teachers go back only to 1911,

according to Mrs. Robert Brady and Mrs. Robert Sonrel, who compiled the data.

Through their research they uncovered the names of those mentioned above and also those who taught at Rosy Mound between 1900 and 1910. Gayla [Edith] Bignell Lange, who resided at 905 Washington Street in Grand Haven, taught at the school in that decade; as did Francis Siefert, who later married and moved to Milwaukee.

In 1867 the average length of the school year was about six months. Schools generally were one room, with all grades from one through eight. Many students finished their schooling at grade eight.

Teachers could not be married, and they were expected to live with one of the leading families in the school district. Those requiring transportation rode buggies or bicycles or walked along the Pere Marquette railroad tracks to Rosy Mound School on Lakeshore. In those early years there was no electricity and no inside water. Rosy Mound School, for instance, did not get flush toilets until 1947 and oil lamps were used until 1938.

Salaries for teachers climbed through the years. The first teacher at Rosy Mound earned a total \$52 for her work in 1862. In the 1900s teachers at Rosy Mound were paid about \$28 per month; in the 1930s about \$810 per year; and in the 1950s, between \$2,700 and \$3,900 a year. The 1962 salary schedule for teachers in the Grand Haven district paid between \$4,450 for \$7, 167 for degree-holding teachers. Teachers with master degrees claimed more. Overall, teachers' annual salaries averaged \$52 in 1862, \$336 in 1900, \$480 in 1907, and \$810 in 1930.

The first fire drill in Grand Haven was held at 11:50 a.m. on March 20, 1908 at Central School during Lawrence vanden Berg's tenure as Superintendent. The *Grand Haven Tribune* reported, "The pupils of the various floors of the central building will be trained to leave their seats at given signals and march out in order. The greater number of students will leave the building by main halls and stairways without a great deal of crowding. The principal exit will be through the west door through which four lines of students may pass without danger of congestion. The only obstacle which is likely to cause any confusion is the storm house outside the west entrance." Despite fears that drills might not prove effective in the event of a real fire, they became a standard part of school life throughout the country.

Consolidation necessitated the development of an extensive busing program, so that by 1997 the Grand

Haven school system had 43 buses in operation, transporting 3,500 to 4,000 students each day and traveling at least 623,000 miles a year.

State law led to the development of many consolidated schools throughout Michigan. In 1910 there were 7,333 school districts. Consolidation reduced this number in 1960 to 843. At one time, in northwest Ottawa County, there were at least 21 one-room schoolhouses, including those on Columbus, Jackson, and Beechtree Streets in Grand Haven, as well as Rosy Mound, Stone, and Robinson in the townships. In Grand Haven, consolidation began with the assimilation of Peach Plains School into the Grand Haven school system in 1959. This was followed by Little Black Lake School, Robinson School, and Rosy Mound. Consolidation was completed by 1962 with the addition of the Port Sheldon schools.

SETTLERS

The first permanent settlers of Grand Haven arrived at Grand Haven aboard the schooner *Supply*, a 44-ton schooner, on November 2, 1834, after a voyage from Mackinac Island. This band of 21 pioneers, headed by Rev. William Montague Ferry, included his wife, children, brothers-in-law, and Pierre Duvernay.

William, the eighth of Noah Henry Ferry's nine sons, was born in Granby, Massachusetts on September 8, 1796. He was a slight, frail youth who left the farm to enter the ministry and work among the Indians. He graduated from theological school at Brunswick, New Jersey, and subsequently established a mission at Mackinac Island. He married Amanda White of Ashfield, Massachusetts.

Rix Robinson had the U.S. Patent rights to Grand Haven area lands, dated from December 2, 1833. A patent, in this context, refers to a government grant of public land. When Ferry's health declined, he was advised by his good friend to go "south." Ferry had brought Stuart and his wife, Elizabeth, into the Presbyterian Church. Stuart at that time managed the American Fur Company at Mackinac. Ferry explored both coasts of Lake Michigan in a birch bark canoe accompanied by two Indians, who evidently were brought as guides and to do most of the paddling. One of their stops was the mouth of the Grand River.

Liking what he saw of the virgin country's beauty and lumbering possibilities, the next year Ferry and Pierre Duvernay left Detroit in June and started cross-country by foot to the source of the Grand River in Jackson County. They procured a canoe and started down river, arriving at its mouth in

September, 16 days later. Rev. Ferry then returned to Mackinac for his family. Stuart bought some of Robinson's holdings, provided Rev. Ferry with several thousand dollars, and suggested he settle at the mouth of the Grand and form a company to lay out a town and start a lumber business, which he did with Robinson and White as partners.

Arriving on November 2, 1834, the early settlers found the only touch of civilization at the foot of what is now Washington Street in downtown Grand Haven, in an unplatted, wooded harbor area off Lake Michigan. They were greeted by Rix Robinson, who was spending some time at his Grand Haven post, consisting of a store, a warehouse with a dock, and a house with four rooms. At the invitation of Robinson, Ferry and his family and several other persons of his colony occupied one of the cabins during the ensuing winter. The remainder of those first settlers found "accommodations" in one of Robinson's bark-covered log storehouses and aboard the *Supply*. Fortunately the first winter was mild, and Rev. Ferry had a home built the next spring near the site later occupied by the Kirby Hotel.

Mrs Brayton, in her booklet *Early Days in Grand Haven*, recounted a story told her by novelist Stewart White about an experience of Rix Robinson's, not long after his arrival locally in 1821. On that occasion one of the local Indians arrived at the fur trader's post on the Grand River to buy some supplies. Robinson refused service on the grounds that the Indian had reneged several times on promises to pay for previous purchases. The Indian continued to lurk around Robinson's cabin. Robinson asked him to come in, "instead of staying there like a squaw." The remorseful Indian did as he was bid, and promised to make payment at that moment, if Robinson would accompany him to his canoe. After getting the man's word that he was unarmed, Robinson approached the riverbank and found himself facing other members of the tribe idling nearby in their canoes. Perhaps encouraged by the presence of his friends, the Indian drew a knife and approached Robinson, who avoided the slashing, seized the Indian boldly, and threw him in the river. The man swam back to Robinson, who threw him in the water again. This happened several times, until Robinson said, "If any of you think he is worth saving, you can go in and get him. I don't." Robinson turned his back on the gathering, returned to his cabin, and the stunned Indians slowly paddled away.

The Ferry family was familiar with the Indians on and around Mackinac Island, and they found the local Native Americans friendly. They would often

invite them to spend a night in the house, and the visitors Indians often slept by the fire on the living room floor.

Much more of a problem for the new settlers were the mosquitoes: Rev. Ferry wrote, "We went on progressively, got it as comfortable as we could [in his home], but there was no part of it where we had any accommodations to secure us from the mosquito armies. They were indeed numerous as much, sir, as any individual would want to contend with come night. We had managed to get our meals as well as we could. The five children were fully gratified with a sail spread over a large table: brush and smoke out the mosquitoes as well as they could and get under the table. They considered this a feast. It was the safest place for relief from mosquitoes that could be devised."

Rix Robinson, Rev. Ferry, Robert Stuart, and Nathan White organized the Grand Haven Company before the families arrived. Their goal was to buy land, erect mills and establish communities. Except for Rix Robinson and his family, and the agent at the trading post, Louis Campau, there were no other white settlers within 35 miles.

Ferry made application to Washington, D.C. on May 2, 1835 to name the settlement "Stuart," in honor of the man who sent him there. However, Rix Robinson had already applied to the land office at Kalamazoo on April 14, 1835 for the name "Grand Haven." Although Ferry was regarded as the Father of Grand Haven, it was Rix Robinson who named the city. Ironically, however, Grand Haven has named nothing for the fur trader. Some say that the road on the southern boundary of the city was meant to be Robinson Road, but through a surveyor's error it was copied on the map as Robbins Road and no attempt was ever made to correct the oversight. [It's more likely that this road was named for the later Nat Robbins.]

Between 1830 and 1837, over 140,000 settlers came into the Michigan Territory, primarily from New York and New England. The Erie Canal, which opened in 1825, connected with steam ships operating out of Buffalo and other ports. The waterways made travel to Michigan feasible, and some of these people found their way to Grand Haven. The original plat of Grand Haven, laid out in 1835, was bounded on the northwest by the Grand River, on the northeast by Elliott Street, on the southeast by Fourth Street, with the cemetery, now Central Park, a lone exception, and on the southwest by Howard Street. An addition was platted in 1837, and a second addition was recorded two years later. By 1843 the population of Grand Haven had grown

to approximately 300 people, and in 1867 there were 1,575 people in the Village of Grand Haven and Grand Haven Township.

Life in early Grand Haven was typically pioneer in nature: one-room log cabins, food supplied by wildlife from the surrounding woods, frequent visits by the sometimes friendly Indians, and precious little contact with the outside world. Letters received from relatives and friends back east arrived either by boat, on an irregular and infrequent basis, or by foot. Mail was entrusted to "any reasonably responsible white male" who happened to be packing his way to some distant city. Letters were eagerly awaited and broke the monotony of pioneer life; they were read, reread, and read again.

But in spite of hardship, austerity, and illness, the community grew and flourished. One common disease was ague. It attacked practically every pioneer, and caused severe chills and fever. Local settlers had great faith in "Osgoods' Chologogue" as a remedy.

With the coming of the railroad in 1858 between Grand Haven and Detroit, the area was at last connected with the outside world. As a local newspaper put it at the time, "the railroad has put an end to solitude."

The natural environment found in Ottawa County when the first settlers arrived was described by Karl Dressel, from the Department of Forestry of Michigan State University: "The virgin forest of pine in Ottawa County consisted in a group of large trees about the same size forming a thick canopy about one point. Under these there were very few small trees. A person could easily walk or ride a horse in the forest at this time and not be inconvenienced by the underbrush. This is true of the pine forests only. Hardwood forests were entirely different and consisted of trees of all ages and sizes, with plenty of underbrush. Some of the pines in Ottawa County at the time of the arrival of Rev. Ferry were from 250 to 300 years old. Some were very large in diameter while others of the same age were smaller due to the poor growing conditions and lack of sunlight. The average size of the 250 to 300 year old pines in Ottawa County was between three and five feet in diameter and between 100 and 150 feet in height. The pine was mixed with hardwoods throughout the area. The pine consisted chiefly of Norway and Jack-pine. The hardwood forest consisted of many different species with a predominance of maple, beech, elm, ash and oak."

Some of the very first settlers found small prairies where the plow could be put at work at once. Others

were able to find “oak openings,” where the timber was scattered, but the large majority carved their homesteads out of the dense forest.

After building a house, the next move was to fell the trees, preferably cutting them so they all fell in one direction. Then they were cut into logs from 14 to 18 feet long, and the brush was cut up and put into piles. The pioneer usually exchanged work with his neighbors and this chore became known as a “logging bee.” Neighboring men arrived with their oxen and hand tools. They dragged and rolled the logs into piles convenient for burning. When the weather was dry these piles were burned and the surrounding open land quickly burned over, and when all were consumed the land was ready for the plow. Stumps were pulled and used as fencing.

There was no market for the logs until in the 1850s. Then the lumber business began to boom as Chicago grew, especially after the 1871 fire, and the Midwest in general needed lumber after the Civil War. Lumber camps and sawmills sprang up throughout the area. In 1876 Grand Haven had eight saw mills, including the Boyden and Akeley Mill, which was said to be the largest shingle mill in the world at one time. Spring Lake had nine saw and shingle mills and two planing mills.

Rosy Mound itself was logged off twice, once during the great lumbering days and the second time in the early 1900s. The trees taken the latter time were pine, hemlock, maple, beech, a few butternut, and black cherry. The logs were sent down a large chute, built of planking, to the bottom of the mound.

Vyn Brothers, who operated the area’s last saw mill, owned 160 acres of wooded land near Rosy Mound, between the Frank Sonrel and Terry [Terry Trails] properties in Sections 4 and 5 in Grand Haven Township. They harvested about 75,000 feet of lumber, which sold at five dollars per thousand. A Mr Reams owned a mill that was located between Rosy Mound school and the Pere Marquette tracks.

By 1890 most of the virgin timber had been cut, logs no longer floated down the river, sawmill whistles no longer shrieked, and saws didn’t whine and buzz. The lumberjacks left. Many communities dwindled in size and importance and others disappeared completely.

During this time farms were being developed, houses and barns were being built, and crops were raised. It was thought that the sandy soil was especially adaptable for fruit farming. Proximity to the large lake moderated temperature extremes, allowing a longer growing season. Peach Plains derived its name from this horticulture adventure. In

1881 this locality shipped out by boat 2,500,000 bushels of fruit, and in 1889 Ottawa peaches won top awards at the Great Paris Exposition.

Little did people realize that in a few short years the situation would again change. Land owners thought that the fertility in the sandy soil would last forever. It wasn’t long before the sand started traveling, because it was no longer held in place by roots of trees and other native vegetation. Farms were no longer prosperous, the buildings fell down, and the farmer and his family were forced to leave or starve to death. Realtors in Chicago misrepresented this land to city people who, when they arrived here, found they had been swindled out of their life’s savings.

The 1930s were known as the “dark ’thirties.” The air sometimes was so filled with dust that lights would have to be turned on as early as four o’clock. In 1932 Lee Arnold came to Grand Haven to become the county agriculture agent. He went before the Board of Supervisors and asked for money to develop a soil stabilization plan within the county. He was granted \$75. In 1937 Congress passed the Enabling Act, establishing that each state could set up a soil conservation district program. The federal government would also furnish soil technicians. In April, 1938 a charter was granted by the State of Michigan to the West Ottawa Soil Conservation District.

A nursery was established in 1939. Not long after approximately 35,000,000 trees were grown and sold to farmers in Ottawa County and 25,000 acres were reforested. In addition to the trees many acres of beach grass were planted to stabilize blowing and shifting sand, such Dewey Hill. Blueberries were grown extensively, not only to keep the sand from blowing, but also to take a prominent place as a cash crop.

SHIPS, SHIPPING, AND SHIPWRECKS

River Transportation

Although there were some roads in the early days of Northwest Ottawa County, the rivers provided the most important routes for transportation and communication and proved an indispensable necessity in the development of the county. The names of landings along the Grand River, beginning with Grand Rapids and traveling west, were Freeman Godfrey’s Plaster Mills, Hovey’s Plaster Mill, Grandville, Chilsion’s, Harreses, John Hare’s, Sand Creek, Blendon Bluffs, Stoddard’s Bend, Steele’s Landing [Lamont], Richard Robert’s Sawmill, Charleston, Eastmanville, County Poor House, Bass River, Ottawa Center, Spring Lake,

Sisson, & Lilley Sawmill, Ferrysburg, and Grand Haven. Boats appeared to stop at least every mile, and many times in between, for all a person had to do to stop the boat was to go out and wave.

A story illustrates this flexibility. One of the early pilots was Captain Sibley, who commanded the steamboat *Humming Bird*. The Captain was known to be accommodating, and a settler once took advantage of it by waving his hat violently for the boat to stop. The captain, although he saw no freight, rang the bell and stopped the boat.

“I say, Captain, I want a plug of tobacco. I want you to bring me one and a box of matches.”

“All right,” replied the Captain, who rang the bell and was off again, presumably with the man’s request on his “to do” list.

The first boats on the river, after the Indian canoes and dugouts, were called pole boats. These boats, long and pointed at the bow, would carry a great cargo. Each required a crew of seven men, six to pole and one to steer. It would take a week or ten days to make the trip from Grand Rapids to Grand Haven. The first of these boats, *Young Napoleon*, was built by Lyman Gray for Louis Campau in 1836. A second one, the *Cinderella*, launched the same year, was owned by Rix Robinson, Thomas White, and Dr. Sydney Williams, who had formed a partnership and operated the Grand Haven Steamship Company, also known as the second Grand Haven Company. “Yankee” Lewis, who had a warehouse at the “lower diggings” in Grand Haven, had two pole boats to pick up shingles and cordwood.

During the fruit-raising era, which began early in the history of Northwest Ottawa County, riverboats took the fruit to Grand Haven, where it was transferred to larger ships and shipped to Chicago. As early as 1851 steamboats were carrying mail from Grand Haven to Milwaukee during the summer months, and in 1856 the first excursion vessel, the side-wheeler *Chippewa*, sailed from Chicago for Grand Haven. The excursion provided an extensive menu, including venison, buffalo tongue, turtle steak, and pigeon.

The 84-foot *Governor Mason*, built in 1837 in Grand Rapids by James Short for Richard Godfroy, was the first steamer to run on a regular schedule between Grand Haven and Grand Rapids. Godfroy is reported to have borrowed \$2,000 from two Indian chiefs to purchase the engine and boiler. The engine came from the *Don Quixote*, which had met its end in Lake Michigan. The *Mason* carried a bugler, rather than a whistle, to signal its arrival and

departure. William Kanouse piloted her on her maiden trip down the river on July 4, 1837. Henry Griffin and Silas Hopkins were passengers on that maiden trip. The boat operated at a loss for a few years, and she was driven ashore in May, 1840, and burned near the mouth of Muskegon Lake.

The *Mishawka* and *Paragon*, both steamboats, operated in the 1840s, carrying passengers and freight between Grand Rapids and Grand Haven.

Steamboats were in great demand for transporting lumber from the Grand River valley. In 1852 an estimated 30 million feet of lumber was sold to Chicago. In 1853 the traffic on the Grand River had increased to such an extent that the 130-foot *Empire*, the *Michigan*, a screw-propelled boat piloted by Captain George Parks, and the *Humming Bird* were all operating on the Grand River between Grand Rapids and Grand Haven. The *Empire*, piloted by Captain H. Martin, provided a special treat for local residents on Independence Day, 1851. Guests from Ottawa Point [Ferrysburg] and Mill Point [Spring Lake] were given rides on Spring Lake for a 25 cent contribution to the Grand Haven library fund. The library then was located in the school.

When the lumber was exhausted and the railroads laid, freight and passenger traffic on the river slowly decreased until there was none.

Lake Transportation

There also was a need to carry passengers and freight [and later new automobiles] across the lake to Chicago and Milwaukee. In 1840 the steamer *Champion* made three trips a week between the ports of Grand Haven and Milwaukee, connecting with riverboats on the Grand River.

The *Humming Bird*, built by Henry Steele at Lamont in 1847, was commanded by Captain Sibley, noted above. It had twin hulls and a center paddle wheel. It blew up on August 30, 1854.

The captain of the 127-foot *Algoma* was Harvey K. Rose. The ship, reputed to be a slow boat, was used primarily for towing. It began service on the Grand River in 1848.

In April, 1853 the steam-powered side-wheeler *Detroit* commenced regular trips to Chicago. The *Pacific* also made the same run later that year. She left Grand Haven every Tuesday, Thursday, and Saturday evenings at 7 o’clock and went to Muskegon on Saturday if the weather permitted.

In 1854 the *Olive Branch* ran aground in Grand Haven and was wrecked. Ferry & Son built a second *Olive Branch* in the manner of a Mississippi

riverboat. In 1856 Galen Eastman bought the vessel. It was piloted by Thomas Hefferan of Eastmanville. It ran alternate trips with the 130-foot steamboat *Empire* and later with the *Forest Queen*, sailing on the Grand River between Grand Rapids and Grand Haven.

Eventually ferry boats were added. Grand Trunk operated four ferries in the 1920s: *Grand Haven*, *Madison*, *Milwaukee*, and *Grand Rapids*. The *Grand Haven* was 320' long with a beam of 50' and had eight hand-fired Scots boilers producing 4,000 shaft horsepower. These vessels had large holds to carry freight cars from the terminal in Grand Haven to a terminal in Milwaukee, where they could resume their trip on railroad tracks. These ships also carried passengers, who easily could walk between the train station and the docks. Newly manufactured automobiles were transported this way, as well.

Ship Building

See section on Manufacturing Industries.

Shipwrecks

Lake Michigan and the Grand River took a large toll of ships and lives, including these:

Aberdeen	Nov. 1898	Schooner
Amazon	Oct. 29 1879	Wood propeller
America	Nov. 1 1878	Schooner
Andaste	Sept. 9 1929	Steel propeller
Andrew	Oct. 1826	Schooner
Antelope	Nov. 15 1894	Schooner
Caroline Bailey	Oct. 31 1867	Schooner
Clara Barton	Nov. 1883	Schooner
Rosa Belle	Aug. 1875	Schooner
Buffalo	Sep. 11 1859	2-masted brig
Caledonia	Sep. 18 1856	Schooner
Caroline	1855	Schooner
Centennial	Jul. 1877	Steamer
City of Milwaukee	May 1885	Steamer
Dwight Cutler Jr.	Jul 1877	Steamer
J.A. Davis	Sept. 1868	Schooner
Daylight	Oct. 7 1870	Wood sidewheel
Elvina	Nov. 1 1878	Schooner
Emmeline	Jun. 1875	Schooner
Falcon	Oct. 1855	Schooner
L.B. Fortier	Nov. 18 1865	Schooner
Francis	Oct. 1855	Schooner
U.S. Grant	Nov. 11, 1880	Schooner
Grace A. Green	Nov. 5 1869	Schooner
Marvin Henry	May 1851	Schooner
Herald	Nov. 17 1875	Schooner
Home	Jul. 1855	Schooner
Hummingbird	Aug. 30, 1854	Wood steamer
Illinois	May 29 1868	Schooner
Ironsides	Sep. 15 1873	Wood propeller

L. Jenison	1877	Wood sidewheel
Jerome	Sep. 1880	Tug
Kossuth	1858	Tug
Kreetan	Nov. 15 1939	Gas motor (tug?)
Lady Jane	Oct. 1855	Steam barge
John Lillie	Nov. 10 1870	Schooner/Scow
Liverpool	Oct. 1855	Schooner
Lodi	Nov. 21 1855	Schooner
Manistee	Jan. (Jun) 28 1864	Wood propeller
Maple Leaf	Nov. 19 1879	Schooner
Sylvanus Martin	May 22 1851	Schooner
Mary Margaret	Nov. 9 1854	Schooner
Michigan	Mar. 20 1885	Iron propeller
Laura Miller	Nov. 2 1894	Schooner
Milwaukee	Oct. 9 1868	Wood sidewheel
Milwaukee	Jul. 8 1886	Wood propeller
Milwaukee	Oct. 22 1929	Steel carferry
Monsoon	@Nov. 4 1881	Schooner
Montpelier	Nov. 1 1878	Schooner
Naomi	May 21 1907	Steel propeller
Mary Nau (Nan)	Oct. 30 1883	Schooner
John Newhouse	Oct. 25 1874	Wood barge
Newsboy	May 1868	Bark
Olive Branch	1854	Wood rearwheel
Orion	Oct. 16 1870	Wood sidewheel
Ottawa	1901	Wood propeller
Gen. H.E. Paine	Nov. 19 1879	Wood propeller
Clara Parker	Nov. 13 1883	Schooner
Frank Perew	Jun. 1869	Schooner
Pioneer	1866	Schooner
Pocahontas	Nov. 16 1854	Wood propeller
Pontiac	May 14 1864	Wood sidewheel
Portland	1859	Brig
Progress	Jun. 19 1942	Dredge/barge
Roanoke	Feb. 3 1892	Wood propeller
Rosa Belle	Aug. 1875	Schooner
St. Ignace	Nov. 9 1894	Schooner
St. Mary	1863	Wood propeller
Sea Gull	Oct. 1 1869	Schooner
Sensibar	Dec. 7 1939	Steel freighter
R. Simmons	Jun. 1875	Schooner
Thomas Skinner	Nov. 23 1882	Schooner
I.W. Snook	Nov. 1863	Steam barge
Ellen Stevenson	Nov. 19 1891	Schooner
Mary Stewart	Oct. 1866	Propeller
William Tell	Oct. 1855	Schooner
Anna Thompson	Aug. 1886	Steam barge
Annie Tomine	Oct. 1885	Scow
Trader	Oct. 1860	Steam barge
J.A. Traves	Sep. 1868	Scow
Two Charlies	Oct. 1855	Schooner
Vermont	Dec. 9 1855	Schooner
Wabash Valley	Nov. 22 1860	Wood propeller
A.B. Ward	Nov. 1870	Schooner
Lula Whiting	1894	Schooner
S.P. Wilson	Oct. 20 1885	Schooner

[See David D. Swayze's web page "The Great Lakes Shipwreck File" for details on most of these wrecks, and also "Mansfield's History of the Great Lake Vessel Accident Database."]

The wreck of the *Alpena* did not take place near Grand Haven, but its effect was felt locally nevertheless. The Goodrich Transportation Company built the steamer in 1856. The 645-ton side-wheeler was sailing from Grand Haven to Chicago. An early account of the wreck included this paragraph: "The Goodrich steamer *Alpena* left Grand Haven in the evening of Oct. 15, 1880, about midnight; the wind hauled into the southwest, increasing to a violent gale. The *Alpena* was sighted on the morning of the 16th, by a sailing vessel about 30 miles northeast of Chicago, and reported as making very bad weather of it. That was the last ever heard of her. Several days later wreckage was picked up on the shore near Holland. She was in command of Nelson Napier." All 75 passengers were lost, including some Grand Haven residents. Strangely, the *Alpena's* grand piano was found upright on the beach, waterlogged, but otherwise unharmed. Some of the wreckage is on exhibit at the Holland Historical Museum.

The first recorded loss of a vessel occurred in 1821. An Ottawa chief was returning by canoe from a gathering of Indians in the Chicago area. A gale struck suddenly just off the mouth of the Grand River and the canoe capsized. The chief made it to shore, but his wife and son were drowned.

Five years later in October the schooner *Andrew* ran ashore at the mouth of the Grand River. Although the ship was wrecked, its cargo was salvaged, including 20 barrels of whiskey to be delivered to Rix Robinson for his trading business. The whiskey was buried in the sand for safekeeping until it could be transported to town. The shifting sands made it impossible for Robinson to locate the cargo when he returned to the site, and the precious cargo was lost forever, although it's possible that buried treasure is still under the sand somewhere near the shoreline.

On August 30, 1854 the steamer *Hummingbird* blew up in Grand Haven harbor. In the same year the *Olive Branch* went aground and was abandoned. During a storm on November 16, 1854, the propeller *Pocahontas* went aground on a sandbar at the mouth of the Grand and remained stuck for 24 hours in heavy seas. On September 11, 1859 the two-masted brig *Buffalo* went aground near the end of the Grand Haven pier. It was loaded with coal intended for the Detroit & Milwaukee Railroad at the foot of Dewey Hill. The buried coal was discovered accidentally

many years later, in May, 1913, when crews were digging to place a water intake pipe.

On December 9, 1855 the schooner *Vermont* was wrecked on a sandbar near the mouth of Pigeon Creek [Port Sheldon]. The ship was owned by Clark B. Albee of Grand Haven and Robert Gettie was the Captain. At the time of the wreck the vessel was carrying lumbercamp supplies, 100 bags of oats, and a load of straw for Albee's new tannery. Captain Gettie and all 18 hands aboard were rescued through the efforts of First Mate Richard Connell, who swam ashore with a line. He was pulled from the pounding surf by four Indians and assisted to safety by Philip Dushane, who lived nearby. Richard returned to rig the breeches buoy and carry out the rescue. Captain Connell later operated a tug for 18 years, and he was in charge of the United States Life Saving Station in Grand Haven from its inception in 1871 until 1881. His pay was \$200 a year. [David D. Swayze, "The Great Lakes Shipwreck File," *Milwaukee Journal*, November 12, 1922, *Muskegon Daily Chronicle*, February 2, 1923, and family correspondence.]

The *Ironsides*, a 231-foot wooden propeller-driven steamship operated by Englemann Transportation, was wrecked on September 15, 1873, while waiting out a storm four miles west-southwest of the safety of Grand Haven harbor. Loaded down with cargo and carrying 52 [37] passengers and crewmen, the storm caused the ship's seams to open and water poured in faster than the pumps could eject it. Captain Sweetman tried to make it in, but the ship sank approximately two and half miles from the harbor entrance. He gave the order to abandon ship, and 18 to 20 persons died trying to reach shore. Other crewmen were rescued by a crew of volunteer lifesavers led by Richard Connell. Captain Sweetman went down with the ship. [David D. Swayze, "The Great Lakes Shipwreck File."]

The propeller-driven wooden steamer *Amazon* struck a sandbar and sank as it neared Grand Haven while trying to enter the harbor during a storm on October 29 [28], 1879. The vessel was carrying 900 tons of freight plus 7,000 barrels of flour. The newly formed Life Saving Service saved all 68 persons aboard the ship. The eight-man Life Saving crew removed the desperate people with a "life car," an enclosed, boat-shaped metal container that was conveyed from ship to shore by means of a line. It took an hour and a half to get everyone ashore. [David D. Swayze's web page, "The Great Lakes Shipwreck File."]

Built in Grand Haven, the 230-foot steamboat *H. C. Akeley*, bound from Chicago to Buffalo, was

disabled by a mechanical problem off Racine, Wisconsin. The vessel lost her smokestack and her sails were destroyed in the stormy weather. For two days the ship drifted across Lake Michigan and finally foundered between Holland and Saugatuck on November 13, 1883. Captain Edward Stretch and five crew members died. Twelve of the eighteen crew members were saved through the valiant efforts of Daniel F. Miller and Patrick H. Daly of the disabled schooner *Driver*.

Ice presented special dangers. On March 20, 1885, the iron steamer *Michigan* was caught in an ice flow while 12 miles off shore while trying to rescue another ship, the *Oneida*. The crew of the Michigan walked over the ice to get to land and safety. The steamer had been making the Milwaukee to Grand Haven run since 1859.

The *Hunter Savidge*, a two-masted schooner, was launched on August 21, 1879 at Duncan Robertson's Shipyard. It was built for the Cutler, Savidge Lumber Company. The schooner was 117 feet in length and 27 feet at the beam, somewhat smaller than the typical ship of its class. She sank on August 20, 1899, during a squall on Lake Huron, off the tip of Michigan's thumb. The Captain, Fred Sharpsteen, was thrown clear of the ship, but had the agonizing experience of watching his 16-year old son drown. The Captain's wife, Rose, also was aboard and missing. After a series of delays, Captain Sharpsteen at 2:00 o'clock in the morning the next day began combing the beach, hoping to find her alive. After several days of searching, Captain Sharpsteen was forced to conclude his wife was drowned. A total of five lives were lost. Four others besides Captain Sharpsteen were rescued. The wreck was found in 1987 near Grindstone City, Michigan. A model of the *Hunter Savidge* is on display at the Sebewaing Great Lakes Lore Maritime Museum. [*Lakeland Boating*, April, 2000, pages 72-74.]

While in the middle of Lake Michigan on May 20, 1907, the liner *Naomi*, on its way from Milwaukee to Grand Haven, suffered a fire that threatened the lives of its 85 passengers and crew members. Six people lost their lives in that disaster. Ironically, the only passenger to lose his life was an agent for the Diamond Match Company. The *Kansas*, a sister ship to *Naomi*, towed the burning hulk to port. The *Naomi* had started its life as the *Wisconsin*, but the name was changed in 1899. Its name later reverted to *Wisconsin*, and it sunk off Kenosha, Wisconsin, in 1929.

Also in 1929 the propeller-driven ship *Andaste* was lost for unknown reasons en route with a load of

gravel from Grand Haven to Chicago. Possibly because of overloading, the 246 foot vessel sank 14 miles off Holland on September 9, with the loss of all 25 aboard. Earl Zietlow of Grand Haven was aboard ship for his first trip on the big lake as the guest of another Grand Haven resident, Captain Charles Brown, who was serving as First Mate on this trip. Albert L. Anderson of Sturgeon Falls, Wisconsin, was Captain. Bodies and wreckage washed ashore from Castle Park, south of Holland, to the George Getz farm, and as far north as Grand Haven.

Built in 1903 at Cleveland, Ohio, the *Milwaukee*, Car Ferry #9334, had gross tons of 2,933 and net tons of 1,755. She was 338' long and 56' wide, and had a depth of 19.5'. The ship boasted 3,000 horsepower. She was lost between Milwaukee and Grand Haven, during a terrible storm, on October 22, 1929, carrying 27 fully-loaded railway cars. All 52 officers and crew were lost, nine of them from the Grand Haven area. There were no passengers aboard. The Captain, Robert McKay, realizing the intensity of the storm, tried to turn the boat around and return to Milwaukee, but was unsuccessful. The ship fought the storm for about five hours before sinking. The vessel had no radio and could not send out a distress signal, but the ship's purser, Richard Sadon of Grand Haven, managed to put a message in a cylinder that a Coast Guard surfman found five days later near South Haven: "*SS Milwaukee* October 22 8:30. The ship is taking water fast. Have turned around and headed for Milwaukee. Pumps are working but sea gate is bent and can't keep water out. Flicker is flooded. Seas tremendous. Things look bad. Crew roll is about the same as last payday." It's possible the freight cars broke through the seagate during the gale, allowing lake water to wash aboard. [*Tribune* article, "Ship's Log," by Jerry Walter, October 26, 1998 and David D. Swayze's web page, "The Great Lakes Shipwreck File."]

The last major shipwreck off Grand Haven occurred on December 7, 1939, when the freighter *Sensibar* was being towed from Chicago to Grand Haven. Owned by Construction Aggregates, the 537-foot vessel was left anchored in calm conditions offshore for the night, so that tugs could guide it into port in the light of day. During the night a gale broke the ship from its anchor and set it adrift. It foundered in sand, and tugs were unable to budge it. A larger tug, the *Favorite*, was brought down from Sault Ste. Marie and was able to set it free. Meanwhile, the Coast Guard saved the crew by running out a breeches buoy line to the freighter.

SPORTS

Baseball

Baseball teams were organized in the Grand Haven area as early as the 1867. The first team, called the Siskowits, was made up of many of the city's leading citizens of the day, including Ahira Scott, James Albee, Stewart White, Nat Slayton, James Brayton, Andrew Emlaw, and a host of others. A second team, the Silver Grays, was organized a year or two later and were rivals to the Siskowitses. The Grays also attracted a large number of the city's male population. The teams played in a field near the Second Reformed Church, then located at the southeast corner of Sixth and Washington Streets. Other early teams were the Eagles and Stars. The latter two also fielded "Junior" teams. [*Tribune* article "Old Baseball Days Here," October 18, 1905.]

In 1913 another playing field, called the Grand Haven Athletic Park, was located near the site of today's North Ottawa Community Hospital. The spectator section included a covered grandstand. On May 17 that year the high school team played Grand Rapids Union. On Memorial Day, 1913, a crowd of more than a 1,000 saw Ray Hale's professional team, the Grand Haven Athletics, defeat the Chicago Greys 2-0. The Greys arrived by boat that morning and Mayor Cotton threw out the first ball. Among Grand Haven's team members were Jimmie Hine, Crab Pfaff, Carl Shaw, Jack Martin, Jake Van Dyke, and Babe Woldring, who hit a homerun in the game. Ray "Dad" Hale was the manager and also pitched for the team. Hale had pitched in the major leagues in 1902.

Many local businesses also fielded baseball teams, including Beaudry's Dry Goods, Challenge Machinery, Challenge Refrigerator, Story & Clark, and a host of others. Beaudry's was formed in 1905. The charter members were Jay Fisher, John Lindemuller, Fred Baker, Jake Van Dyke, Richard Roossien, Fred Reus, Gerrit De Ryke, John Scott, John Pippel, and Fred Groenevelt. William T. Baker was manager. The store held a banquet on February 26, 1914 to honor its teams. The program said, "The Beaudry & Co. Base Ball Team has always been clean, square and just in sport. It never won a game by fraud or trickery, and may the same spirit follow you, and be your guide in the every day spirit of life."

Northwest Ottawa County also has produced several professional baseball players who made it to the top. One was Richard Pierre, who was the first player from West Michigan to make it to the big leagues.

A native of Grand Haven, Pierre played for the Philadelphia Phillies in 1883 as an infielder. The next was Neal Ball, born in Grand Haven on April 22, 1881. Ball spent some time in the minor leagues, then began a seven-year career playing as shortstop and second and third baseman with such teams as the New York Highlanders, predecessors of the Yankees, Cleveland, and Boston. Ball died in Bridgeport, Connecticut on October 15, 1957. Another man from Grand Haven, known as George "Doc" Schmick, played first base for the Washington Senators. Frank Secory, a native of Charles City, Iowa, where he was born on September 24, 1912, later moved to Grand Haven. Secory played the outfield with Chicago Cubs from 1944 to 1946, and included the World Series battle with the Tigers in 1945. Secory became a minor league umpire in 1948 and moved to the major leagues in 1952, where he stayed until his retirement in 1969. His tenure as umpire included four World Series and four All-Star games. Secory died on April 7, 1995. Jack Tighe, a one-time resident of Spring Lake, started his 46-year career in baseball as a catcher in 1936. Tighe, who coached the Detroit Tigers in 1957 and 1958 and retired from the organization in 1962, was inducted into the Muskegon Sports Hall of Fame in 1988 at the age of 75. Howard Bailey, from Grand Haven, was born on July 31, 1958. He pitched for the Detroit team between 1981 and 1983. Elmer Westerhof played in the Grand Haven City League in the 1930s.

Boys from Grand Haven High School played their first round of baseball games in the fall of 1895. One of the team members was Lewis Gorham, who also participated in the area's first football game that year. Grand Haven's first state championship in baseball came in 1911. Called the Athletics, team members were Jack Martin, catcher; Hickey, shortstop; Ray "Dad" Hale, pitcher and manager; Carl Shaw, second base; Eddie Preston, left field; Rusty Herman; right field, Pitchy De Ryke, pitcher; Jake De Ryke, pitcher; Stacy Gregg, first base; Clyde McNutt, center field; and Jimmy Hyne, third base. The team's "mascot" was George McCabe. Junior High School baseball was dropped for a number of years, not being revived until 1914, and then it only lasted two seasons. Another team was fielded in 1922, but the sport was dropped until 1937.

Basketball

High schools from Northwest Ottawa County have fielded a number of championship teams over the years. One of the first came in 1919. On March 28 that year Grand Haven High School played for the

first time in a state championship, held that year at Michigan Agricultural College [MSU] in East Lansing. Team members were Walter Fisher, Captain, Lad Slingerlend, Burt Burke, Clarence "Poke" Westerhof, and Abraham Kieft. Donald Bush was coach. Basketball became a competitive sport locally for the first time in 1912. Early games were played at the Armory on Second Street. When the new high school on Seventh Street in Grand Haven was completed in 1922, the games shifted there.

Grand Haven took a Class B title in 1924 with a 20 and 2 record. Players that year were Fred Den Herder, captain, Hubert Van Dongen, Herman Z. Nyland, Renton Worsfold, Jake Fase, Dean Morton, Thad Bomberski, Jim Van Zylen, Steve Sluka, August Johannes, and Nelson Fisher. The team did it for a third time in 1927, this time with Steve Sluka, captain, Myron Elliott, Bob Krause, Herm Schaafsma, Jim Den Herder, Henry Dirkse, Trueman Pippel, Ken Vyn, Francis Pellegrom, Ward Nessen, Clarence E. Burr II, Mart Van Schelven, Len Byl, Chester Strahsburg, and Dick Spiess. Two years later, Gus Cohrs's seventh year in Grand Haven, saw a 15-5 season and yet another Class B championship. The team in 1929 consisted of Jim Dirkse, captain, Gerrit Wiegerink, Harold Scholtz, Ed Huttenga, Gary Byl, Ed Correll, Mart Van Schelven, Stu Boyink, Harry Carlson, Wilbur Scholtz, Clarence "Pete" Ennenga, Maurice Katt, Lawrence Berg, and Bill Graska. In 1931 the Grand Haven team took the Class A championship by beating Lansing Central in the finals, although the school was classified as Class B. the 1931 Grand Haven High School basketball team. Coached by Gus Cohrs, the team was comprised of Joe Weavers, Captain Ed Huttenga, Bob Dykhuis, Paul Boyink, George Nordhouse, Wesley Dirkse, and Paul Babcock. Two years later the "Havenites" did it again on a 13-7 record. Players in 1933 were Myles Runk, captain, Miller Sherwood, Les Runk, Howard Kueken, Wilbur "Ted" Husted, Dick Babcock, John Sluka, Jim Richards, Ed Wilds, Harry Hanson, Gene Kamhout, Charles Dirkse, and Lew Dugas. The next year, 1934, the Blue and Gold defeated Ypsilanti 33-14 at the Grand Rapids Civic Center to again take the Class B state finals. The members of that team were Dick Babcock, Jim Richards, Howard Kueken, Ed Cook Harry Hanson, Charles Dirkse, and Les Runk. Grand Haven set a tournament record for that era, outscoring their opponents in six games, 223 to 71. Then, on March 16, 1935, the high school team took its third straight title and seventh in an eleven-year period when Les Runk netted a last second shot from mid-court,

beating Detroit St. Theresa 22-21. Among the players on that team, which ended with a 14-5 record, were Runk, Louis Rycenga, Jerome Klintworth, Bud Van Stratt, Joe Karell, Doug Baker, and John Maddocks. Another player and the team's top scorer, Ward Fulsher, left school in February and was replaced by Jim Bitting.

Like the boys' team, girls' basketball was played competitively for the first time locally in 1912. The first year that girls from Grand Haven High School played basketball games against other high school teams was 1913-14. Members of the inaugural team were Bess Baker, Jeanette Bottje, Florence Vyn, Edna Wilbert, Mary Bottje, Clarissa Vyn, Margaret Addison, Helen Vyn, and Frances Robinson. Mr Selden, the principal, was their coach and a Miss Haberman acted as chaperone. The team traveled by train to Pentwater to play the opposing team there, and they also that first year visited Holland and Sparta, where they lost their only game that year.

When the new Grand Haven High School opened in the fall of 1953, what later became known as the Pirates Pit was used for the first time. The last game was played there in 1997. The next year the team moved to its new gymnasium at the recently built high school on Ferris Street.

Bob-Sledding

Bob-sledding was a popular winter sport in the late 19th and early 20th centuries, and Second Street hill was the favorite spot. Sledders gathered at the top of the hill [which was higher and steeper before it was graded in the 1870s]. On occasion, the street was flooded to improve the track and increase the sledders' speed. The sleds ranged from 10 to twenty feet in length and were about 10 inches wide. Sledders hopped on, clinging to one another with legs outstretched. The last one on the sled gave it a push and off they went, sometimes coasting as far as Jackson Street—a seven block run. The city provided a guard at the Interurban crossing on Washington, who would swing a lantern when a train came in sight to warn the sledders. The sled that went the farthest and fastest was called "Bully on the Block," a title each crew hoped to gain. On completion of the run, the sledders hauled their sled back to the top of the hill to try another run.

Football

The area's first inter-school football game was played on November 23, 1895 between Grand Haven and Muskegon, with Muskegon coming out on top 8-6. Lewis Gorham was one of the players. Others were Ray Lockie, John De Glopper, Gerret Musk, Tom Kiel, Claude Vander Veen, George

Kennedy, John Young, John Mieras, George Sanford, Bert Parish, Sherman Clark and Charles Brotherton, captain. The game was held at Recreation Park, on the south side of Washington Street in the 1300 block. Next year's team, coached by Dan Pagelson, won four games, tied one, lost none, and did not allow any of their opponents to score a single point. The team's average age was 16 and their average weight a slight 134 pounds. The team's colors in those early years were purple and gold. Spring Lake and Grand Haven teams faced off as early as 1899. Since the Village didn't have its own four-year high school, it isn't clear where their players came from. The first game went in Grand Haven's favor, 22-0.

Football in this area came about in a round about manner. The high school boys were practicing baseball at Recreation Park in the cold October air when local resident Harley Emlaw dropped by. He had played football at Michigan Mining School and convinced the young men that the fall climate was much more conducive to football than baseball. He won them over, taught them the game, and acted as their first coach.

Gus Cohrs, who led the Grand Haven basketball team to a series of championships, also fielded some outstanding football teams, the first one in 1922, Cohrs inaugural year. The team's record that year was 7-0-1. The group beat five Class A and two Class B schools and tied Muskegon, the only game not in win column, and they outscored their opponents 172 points to 12. Henry "Ted" Duffield was captain, Fred Den Herder played quarterback, and Eddie Cook, Jake Fase, and John "Fincher" Ver Duin were other outstanding players. Their 9-0-0 record in 1922 placed them fifth overall in the state, according to the rankings of Hal Schram of the *Detroit Free Press*. There were no formal state awards in those early years of inter-school competition.

The 1926 football team also had an outstanding record, winning eight games. Their only loss was against Grand Rapids South, nine to seven. Steve Sluka, later a coach at Grand Haven High School, played halfback and Dick Spiess was fullback. Other members of the team were Henry "Doc" Dirkse, Trueman Pippel, Marion Sherwood, Franny Pellegrom, and Leonard Byl. The team claimed the 1926 Class B State Title. Cohrs continued to coach football until 1933.

In 1953 the Grand Haven Buccaneer football team won the state Class B championship, the only year it remained unbeaten and untied. The next year 18 of those championship players returned to the roster

and extended the winning streak to eleven. On the field that fall were Ernie Rouwhorst, Tad Murdick, Ed Suchecki, Don Zysk, Bill MacPhee, Don De Vecht, Gene De Koeyer. Gene Rothi was coach and Don Constant was his assistant. Of their eleven games, seven were against Class A opponents. By the end of the 1954 season, the Buccaneers lost to Benton Harbor, settled for a tie against Muskegon, and won the remainder of their games. Team members who contributed to the outstanding year were Len Anderson, Dick Aylsworth, Pete Ball, Troy Barger, John Benes, Joe Bernia, Ron Bloom, Marv Boerma, Dave Botbyl, Bill Byl, Toby Clark, Lou Coon, Gene De Koeyer, Don Devecht, Jerry De Witt, Bob Dykman, Pete Fisher, Joe Gelakoska, Jerry Green, Mike Gruen, Bob Hodges, Don Kammeraad, Tom Joiner, Ron Klein, Cornelius Lach, Dave Lake, Rich Marod, Bill McPhee, Pete Moore, Bill Munch, Tab Murdick, Ted Parker, Doug Poort, Don Prelesnik, Bill Prince, Gene Ralya, Rudy Rebar, Ernie Rouwhorst, Jack Schuiteman, Jim Smith, Jerry Stillson, Ed Suchecki, Hank Swiftney, Gene Van Dongen, Jerry Warner, Don Zisk, and John Terrill and Bob Soule, managers, Don Constant, assistant coach, and Gene Rothi, coach. The state championship tournament wasn't introduced until 1975.

In addition to the playing field in the 1300 block of Washington, many games were played over the years at the present site of the Ferry School playgrounds. That area was considered the "best drained in the state" by a number of experts, and the field didn't become a quagmire like so many others. The Green Hill Recreation Area, later the site of Grand Haven High School and Buccaneer Stadium, was the site of home football games for decades. This area, bounded by Cutler, Park, and Grant Streets and the Pere Marquette Railroad track, in the 1930s was open duneland with a large, flat area suitable for football, softball, and other sports. The School Board acquired the property in 1937 and 1938 by buying ten acres from Albert Rysdorp and another ten acres from Dr. Charles Long. On Thursday night, October 11, 1945, 2,008 people paid 60 cents each to watch the first football game played under lights at the stadium. Grand Haven lost 33-0 to Kalamazoo Central. Light installation cost \$4,000. In the early days the crowd sat on the hillside. Bleachers were added in 1965 at a cost of more than \$40,000.

In the early 1900s there was another group of football players who called themselves the Independents. Sometimes opponents were hard to find, and the Independents occasionally played high school teams. Harold Irving Lilley, brother of local

attorney and historian Leo Lillie, was one of the team members.

Ice Skating

By the end of the lumbering era, the booms that once had been filled with logs were used for ice skating for young and old, thanks to their smooth surface. Josh Lehman, considered the champion skater, was able to cut figure eights and other fancy maneuvers. One of the favorite activities was “crack the whip,” when a line of skaters worked up some speed and made a sudden movement in an attempt to throw off skaters in the rear. Small log fires on the shore helped keep the skaters warm, and hot chocolate was available on occasion. The most popular rink was the boom at the foot of First Street.

Tennis

Jack Thoma, a teacher at Grand Haven High School, was the tennis coach. His team in 1932 won the state championship, the first of three achieved over a six year span. Melvin Waldschmidt and Miller Sherwood took the doubles title in Class A-B, playing on the courts at Highland Park. Other tennis players in 1932 were Paul Boyink, Charles Donker, George Nordhouse, Chuck Dirkse, Howard Kueken, Art Clink, Jack Sluiter, and Floris Vander Hagen. Three years later the Grand Haven team took its second title. Don Misner was state singles champion and Doug Baker and Les Runk took the state doubles title. The third tennis title came in 1937, still under Coach Thoma. Russ Baltz, George Weber, Russ Vander Veen, Bob Hoek, Ron Odmark, Bob Pipple, Louis Murphy, and Dave Johnston won titles. Two years later the team won the Class A Regional Tournament.

Pippel also was West Michigan's Table Tennis champion in 1936, 1937, and 1940. He took back the crown 15 years later.

STAGE COACH ROUTES

In 1851 Peter Frederick Pfanstiehl of Kalamazoo established the first stage coach line between that city, Holland, and Grand Haven for the purpose of carrying passengers and mail. The stagecoach left Kalamazoo on Monday morning, reached Allegan the same day, made it to Holland on Tuesday, and to Grand Haven the next day. Its route in Ottawa County took the stagecoach first to Ventura, also known as Davisville. This little settlement was in the northeast corner of Section Four of Holland Township, about a half mile from the Lake Michigan shoreline. Then it cut back northeast to Johnsville, now Agnew, then northwest through the Rosy Mound area, near the site of the present

school. Here it joined the Grandville road, arced around the big dune, and continued on to Grand Haven. The return trip ended at Kalamazoo on Saturday. About the same time Nicholas Vyn of Zeeland drove the Grand Haven-to-Holland stagecoach, and his son Dirk did the route between Grand Rapids and Kalamazoo. Dirk Vyn later moved to Grand Haven.

The journey between Holland and Grand Haven took six to sixteen hours, depending on the weather and condition of the roads. In good weather two teams could pull the stagecoach which was built for eight passengers, if they were not too large. Usually nine people were accommodated, along with their baggage and a chestful of mail. When the weather was inclement three teams were used. Pfanstiehl sold the route in 1868. It continued to run until 1871, when the first train took its place.

In 1856 two men by the name of Rose and Chapman established a daily run of stagecoaches between Muskegon and Grand Haven, evidently following primitive paths. The stage left each place at 8:00 a.m. everyday. From the Ferrysburg stop to Muskegon was a trip of four hours. In 1865 Thomas Merrill took over the mail, express, and stage route between Ferrysburg and Muskegon. The first improved road between the two towns was cleared in 1858, but wasn't used extensively until 1860. The stage line consisted of five to ten open, three-seated, spring-cushioned wagons called buckboards that could carry up to five passengers and a driver. When the railroad line covering the same route was completed in 1880, the stagecoaches ceased operation.

SURFMEN

See Coast Guard.

SUPPLY [SCHOONER]

Rev. Ferry, his family of four, the Duvernay family of six, ten laborers, a crew of five, and one ship's Master arrived at the mouth of the Grand River on November 2, 1834, the first white settlers to make permanent homes in the area. They arrived from Mackinac Island on the schooner *Supply*, which Ferry had built in 1831 at a total cost of \$2,600. The ship measured 55 feet in length, almost 17 feet at the beam, had a depth of 5' 9", and displaced 44 tons. It was built to carry supplies and people to and from the Mission on Mackinac, and it sailed to such ports as Buffalo, Cleveland, Detroit, and Chicago. Since the ship was sold to Edward Biddle and John Drew in March, 1834, Rev. Ferry must have chartered it for the two-day trip to Grand Haven later that year. The final disposition of the *Supply* is unknown, but

it didn't leave Grand Haven until the following spring.

SWITCHEL

As men working on a farm got thirsty, they drank copiously from an earthen "switchel" jug, which was kept cool in a nearby spring or beneath forksful of green hay. Reportedly, this beverage could be drunk in any quantity without upsetting the stomach. The switchel recipe was worthy of the antique jug that held it: four quarts of water, one cup molasses, two cups sugar, one cup vinegar, and one teaspoon ginger. Stir the ingredients thoroughly, pour into a stone jug, and cool. On a hot, dry summer's day switchel provided welcome relief.

TOWN CLOCK

In 1890 the City of Grand Haven entered into an agreement with First Reformed Church at 301 Washington Street to install and maintain a town clock in the church tower. The church had been destroyed in the fire of October, 1889 and a new edifice was dedicated in early December the next year. The agreement, signed on July 28, 1890, said, "Whereas by subscription of the citizens of Grand-Haven, Michigan, a tower clock is to be purchased of said society; Now upon consideration of placing the same in said church tower, and the use of the same for the space of five years by the said city of Grand-Haven in said clock keeping time for said city, and striking the hour, the hands of said clock to be placed in a prominent position to be seen by the citizens of said city from a front or side view of said steeple, the said city of Grand Haven agrees to pay said church society the sum of two hundred dollars, and said church society agrees to so place and keep said clock. It is also agreed that after the expiration of the said five years no further charge shall be made of said church society for the use of said clock by the said city of Grand-Haven or the citizens thereof." The clock was manufactured by Mathias Schwalback in Milwaukee. Known as a "master mechanic," Mathias installed more than 55 tower clocks around the country, most of them in Milwaukee. The clocks were seven feet high, four feet wide, and three and a half feet long. The striking part triggered a hammer weighing thirty to forty pounds. The pendulum ball weighed 125 pounds. [*Tribune*, Focus on People," July 31, 1979.]

When the church was again destroyed by fire on June 8, 1907, another agreement between the church and city was agreed upon, the city pledging \$700 "towards defraying the cost and expense of a public clock and bell to be placed in the tower. Included in the sum was \$230 the church had raised by selling

the old clock. The Grand Haven Woman's Club donated \$10. Nels Johnson was hired at the rate of \$50 per year to "buy oil and all necessaries" to maintain the clock. The city also agreed to insure the clock at a value of \$1,000 and to "illuminate the said clock at the said City's expense." This, the final agreement of record, was signed on March 16, 1908.

TOWNS AND RANGES

As a way for government surveyors to layout townships in the developing Northwest Territories, a grid system of Towns and Ranges was inaugurated. Lines of demarcation were laid out, both north-south [Towns] and east-west [Ranges]. In Michigan the two lines intersect at a spot somewhat south and east of Lansing. Townships, six miles square, were then designated as being so many units north or south of one line and east or west of the other line. For instance, Grand Haven Township's legal description is T7N, R16W, which places it seven townships north of the east-west line and 16 townships west of the north-south line.

Although some overlap exists, townships in Ottawa County generally are described this way:

T5N	R13W	Jamestown
T5N	R14W	Zeeland
T5N	R15W	Holland
T5N	R16W	Park
T6N	R13W	Georgetown
T6N	R14W	Blendon
T6N	R15W	Olive
T6N	R16W	Olive [Port Sheldon]
T7N	R13W	Tallmadge
T7N	R14W	Allendale
T7N	R15W	Robinson
T7N	R16W	Grand Haven
T8N	R13W	Wright
T8N	R14W	Polkton
T8N	R15W	Crockery
T8N	R16W	Spring Lake
T9N	R13W	Chester

Each township, in theory, was comprised of 36 Sections. Each section is numbered 1 through 36 and measures one square mile [640 acres]. In some cases, certain Sections or parts of Sections were

nonexistent. For instance, the westernmost portion of Grand Haven Township lies in the waters of Lake Michigan. Spring Lake Township originally included land south of the Grand River. That southernmost portion became part of Grand Haven Township before it was absorbed over a period of years by the City of Grand Haven.

TOWNSHIPS

Allendale Township

Allendale Township and Village were named for Captain Hannibal Allen, son of Ethan Allen, hero of the Revolutionary War. Hannibal Allen's widow, Agnes, owned 100 acres in the area. One of the first settlers was Richard Roberts, who arrived from Wales in 1842. Roberts's brother-in-law, Thomas Jones, arrived in 1844 with John Hanna and Ephraim Pierson, followed shortly by Robert Scott, Scott's mother, and his two brothers, Alexander and James. George Latham settled in Section 14 in 1841, not far from and Richard Roberts. Giles T. Woodbury had worked for Clark B. Albee's tanning business in Grand Haven, but owned land in Allendale Township by the mid-1860s, where he eventually retired. Alexander Milne settled in the township in 1845, followed two years later by Morris Reed. Other early settlers were James Stoddard and H. A. Cooley, who moved to Tallmadge Township in 1845; Henry C. Cooley, John B. Foster and Levi S. Jackson in 1846; John E. Blake, who served on the Board of Supervisors and represented his district in the State Legislature; and George C. Rice, who settled in Section 18 in 1848. The township was formally organized in 1849.

Originally the township was much larger. In 1851 Zeeland became a separate township, and Blendon was split off in 1854, the same year that the land north of the Grand River became part of Polkton Township.

Blendon Township

John Ball of Grand Rapids arrived in this area in 1836 and offered for sale 41 parcels of 80 acres each. The development was not financially successful. Booth Kinney settled here in 1845, and the first town meeting was held in Kinney's home in on April 3, 1854. On January 4 that year the township had split from Allendale Township, and the new governmental unit was given the name Blendon in recognition of the Blendon Lumber Company, which owned much of the land in the area. Alfred H. Vredenburg was the first Supervisor. Milton N. Woodruff became the first postmaster on May 22, 1860. The post office closed for good on October 31, 1899.

Crockery Township

Manley Patchin, who arrived in 1836, was the first white settler in Crockery. He was followed by William Hathaway II and Josephus Hathaway in 1839. Charles T. Gibbs, who had moved to Grand Haven in 1837, came to Crockery seven years later. A township was first formed out of Spring Lake Township as Norton, in honor of Amos Norton, an early settler. The first meeting was held at Nortonville in 1845. Colonel Norton was elected Supervisor; Timothy Eastman, Surveyor; and Richard M. Mason, Richard Hathaway, and Charles T. Gibbs, Commissioners of Highways. The Highway Commission laid a road through Crockery and into Spring Lake Township. On March 15, 1849, Crockery Township was carved out of Norton. The first town meeting was held at the home of William Hathaway, who was elected the first Supervisor. Joseph Hathaway and Manley Patchin were elected Justices. The first school district was organized in 1849.

Henry Dusenbury built a sawmill on Crockery Creek around 1840. He later moved to California. William H. Kanouse arrived about the same time as Dusenbury, and then relocated to Grand Haven. Dusenbury and Kanouse became famous for a fistfight, which may have led to the naming of Battle Point. William M. Bruce, one of the earliest settlers, built a mill on the Grand River southwest of Nunica. William Thompson arrived in 1843. Charles T. Gibbs and Charles Rose arrived in 1844, followed the next year by the Barrenger, Van Dyke, and Hellums families. Theron Hunter, born in Jefferson County, New York, in 1815, came to Crockery in 1846 with his brother Silas O. Hunter, the same year as Ebenezer and Arza Bartholomew. John T. McMann, who arrived in 1847, served in the Civil War as Second and later First Lieutenant. Another early settler was Ezekial [Eleazur] Van Drezer [VanDrezer], who came from Illinois. In 1845 he built a sawmill on Crockery Creek later known as the William Thompson Mill. Three years later Ezekial moved to Ionia, and then in 1861 he made Grand Haven his home. His son, Luman [Lumon] Van Drezer, ran the City Hotel on Washington Street in Grand Haven. Other pioneers included Oliver P. Gordon, E. H. Jubb, and William Hathaway. Hathaway, an early arrival in Grand Haven, was named Postmaster of the Crockery Creek Post Office in 1848. He became Crockery Township's first Supervisor the next year, and in 1852 he was elected County Supervisor. He was Judge of Probate for 12 years. He and his wife lived at 11352 Leonard Road. John Hutchinson Davison, who was born in Pennsylvania in 1812, arrived in

Grand Haven in 1836. He remained there until 1850, when he moved to Crockery. Other names of importance in the early years were Horace D. Scott, who arrived in 1848; Joseph and Benjamin Murray, brothers from Oneida County, New York, who had farms in Section 25 of Crockery Township beginning in 1853; the Plant families in Sections 21 and 28; the Griswolds; Alexander Karney; John Pluves; Jacob Easterly, who settled in Section 28; and Allen Seymour in 1855. John Spoon, born in Seneca County, New York, in 1829, learned the carpenter's trade and came to Crockery Township with his brother Daniel in 1856, settling in Spoonville. He built a sawmill and permanent residence there, and owned the largest farm in Ottawa County at one time, 848 acres. He died April 26, 1892. Dr John S. Wright opened a medical office in 1875.

The first schoolhouse in Crockery Township was built on what later became the grounds of Terra Verde Golf Course [11741 Leonard]. The one-room frame building was purchased from the Spoonville School Board for \$100 in 1864 and used until a new one was built eleven years later. The original school was moved and used as a German church, but its ultimate fate was unknown. The second school, a two-story frame building, was used until 1956.

Grand Haven Township

The settlement of Grand Haven Township and the settlement of the City of Grand Haven were pretty much simultaneous. The pioneers of the city were the first settlers in what was known as Ottawa Township until 1863, when the name was changed to Grand Haven Township. Since Ottawa Township was co-extensive with the county, it also was organized at the first meeting of the Board of Supervisors on April 12, 1838 at the home of Nathan Throop in Grand Haven. William Hathaway was the first Township Supervisor. It was separated from the city in 1867, when the city was incorporated. The first officials were Supervisor, Robert W. Duncan; Clerk, John Feute; and Treasurer, Jacob Deboe. John Mastenbrock was Supervisor from 1876-79 and Henry Saul from 1880-81.

Among the early settlers of the township outside of the city limits were John Behm who came to the county in 1844; John Mastenbrock, 1853; Cornelius Nordhuis [Northouse] and sons, 1850; Daniel O'Connell, 1849; and Nicholas Saul in 1854.

Grand Haven Township was surveyed in 1832. Rix Robinson preempted most of the land, including the present city of Grand Haven and the surrounding

territory. Later he shared his holdings with Robert Stuart.

Olive Township

Olive Township, organized on January 5, 1857 at the residence of William P. Bakker in Port Sheldon, then included what later became Port Sheldon Township. The area originally had been part of Holland Township. The first township officers were G. C. Jones, Supervisor; Joel M. Fellows, Clerk; K. Warner, Treasurer; Stephen Baxter, Arend Smith, and James B. Eastway, Highway Commissioners. An early settler was August Names, born in Germany, who arrived from Ohio in 1856. James Eastway and his three sons, William, Samuel, and Alfred, along with Gale Burgess, Joel M. Fellows, a son-in-law of Eastway, and Thomas S. Finch, arrived with their families about the same time. The first school district was organized in 1863, when two schoolhouses were built. One of them was taught by a Miss Tate of Georgetown. Olive Township was well known as a Passenger Pigeon nesting area.

Polkton Township

Polkton Township was organized on the 19th of March, 1845, by the State Legislature, and consisted first of towns 5, 6, 7, and 8 north, and range 14 west. However, the first settler, Justus Stiles II, arrived in 1836, and Timothy and Benjamin Lillie were there by 1843. They were followed the next year by Richard Platt and Sylvanus Waters. Chauncey Stiles was another early settler.

The Township's first organizational meeting was held on the 7th of April 1845, at the residence of Timothy Eastman of Eastmanville, who was chosen Moderator, and R. T. Tracy, Dennis Stanton, E. Pearsons, C. Wiley, and Paschall Maxfield were chosen Inspectors of Election. The meeting adjourned to the schoolhouse nearby, where they voted \$100 for town expenses.

There were but twenty-one voters present, and there were so few fit for office that several offices were assigned to one individual. The officers were: Timothy Eastman, Supervisor; John V. Hopkins, Clerk; Dan Really, Paschal Maxfield and Timothy Eastman, Justices; Paschal Maxfield and Justus Stiles, Highway Commissioners; Benjamin Hopkins and E. Pearsons, Constables; Benjamin Hopkins and Paschal Maxfield, Overseers of the Poor; Timothy Eastman and R. F. Tracy, School Inspectors; C. Wiley, oversaw Road District No. 1; Dan Really, Road District No. 2; and E. Pearsons, Pound Master.

Port Sheldon Township

On April 7, 1924 Port Sheldon officially separated from Olive Township and formed its own governmental unit. 144th Avenue was the dividing line.

Robinson Township

Robinson Township was established on April 7, 1856 in Ira Robinson's home on the Grand River. It had been part of the much larger Ottawa Township prior to formal organization. Ira and John Robinson, brothers of Rix, had settled in the area around 1835 or 1836. At that time approximately 42 Robinsons and their families came to Michigan at the suggestion of Rix, some settling as far away as Ada and Lowell. Other Robinson names were Nathan, Rodney, and Lucas. At the first meeting, John W. Barnard was elected Supervisor; Edward G. Robinson, Clerk; Willard Furgurson, Treasurer; and J. Hazard, William H. Wood, Alfred Robinson, and Frederick T. Ranney, Justices of the Peace. Other early settlers were William F. Wood, Jared and Harrison Connor [Conner], Albert Trumbull, James Black, Joseph Lemon, Frederick Ranney, and a Mr Harlenburg, all before 1839. Charles H. Clark arrived in 1853. Matthew C. French, who settled in Allendale Township in 1845, came to Robinson in 1881. A post office opened on June 15, 1857, with John W. Barnard as the first Postmaster. The Village of Robinson was platted in 1871, just after a branch of the Chicago & Michigan Lakeshore Railroad was extended from New Buffalo through Robinson Township to Muskegon. The railroad hauled primarily lumber. The Robinson railroad depot became the hub around which the village developed. A Congregational Church and parsonage, several stores, two sawmills, a shingle mill, telegraph office, hotel, boarding house, school, and townhall served the fifty to sixty families living in the area at that time. The railroad left less than ten years after its arrival, probably when it was sold at foreclosure to another railway in 1878. The first school district was organized in 1850, followed by a second at Barnard's Corners in 1857, and in 1858 a third one, known as Clark School.

Ottawa Township

A large portion of Ottawa County once was designated as Ottawa Township. In 1839 and later Ottawa County included today's Muskegon County. Norton Township was north of the Grand River, Tallmadge Township took in the eastern sections up to the Kent County Line, and the balance, south of the Grand River, was called Ottawa Township. Its geographic area slowly was eroded as other

townships were split off, and Ottawa disappeared entirely with the formation of Grand Haven Township in 1863.

TROTTING PARK

In the fourth quarter of the 1800s a "driving park" became a popular place for people to gather and witness trotting races. Owned by Townsend E. Gidley, the park was built on land in Section 35 of Grand Haven Township, part of Gidley's fruit farm which at one time amounted to 2,000 acres.. Access from Grand Haven was by way of River Road [Mercury Drive], but spectators could come from Grand Rapids and other places by boat or train. The one-mile track was laid on a flat, marl surface that provided firm and fast racing. The park opened on August 14, 1874 and continued operation into the 1890s, under the ownership of George Aiken, who bought much of the land Gidley formerly owned by Gidley.

UNDERGROUND RAILROAD

The Underground Railroad was a loosely organized system designed to help runaway slaves find safety in Canada or slave-free states. Residences of sympathetic white people were used as "safe houses," but since slaves were designated by law as property, harboring them was considered a crime, although offenders were not often prosecuted in the free states. Grand Haven was long rumored to have had a safe house, and there is concrete reference to its existence in the *Eagle*, a Grand Rapids newspaper: "U.G.R.R. A passenger by the Underground Railway from Missouri passed through Grand Haven the week before last." Although some detail of his condition was cited, the fugitive's name was not revealed. Readers were informed that he arrived in Grand Haven and boarded a boat headed for Grand Rapids. "The Captain," the article continued, "raised a suit of clothes and \$7 in cash, and he was furnished with the best directions to the Canada shore where we trust he arrived in safety." [*Eagle*, July 3, 1857]. A letter in the same newspaper, written a year later, carried another reference to the railway: "GRAND HAVEN HAS UNDERGROUND RR DEPOT." The brief article simply stated that the reporter "forgot to mention that a depot for the Underground Railway has been located. You may guess who has the agency." [*Eagle*, July 7, 1858] Sadly, we cannot guess. It is probable that Grand Haven was a port for fugitive slaves coming overland from Detroit and Grand Rapids or by ship from Chicago en route to Canada. Some of the fugitives traveling underground remained in the Grand Haven area.

UNITED STATES COAST GUARD

See Coast Guard.

UNITED STATE LIFE SAVING SERVICE

See Coast Guard.

UTILITIES

Electric

Discussion of bringing electricity to Grand Haven began around 1890, and within a year the City Council had granted Mr S. A. Baird a franchise. On June 2, 1891 the Council approved transfer of the franchise to the Connecticut Electric Light and Construction Company. Plans included installation of an electric railway between Grand Haven and Muskegon. Connecticut Electric constructed a two-story brick building at the corner of Clinton and Harbor Streets, on the banks of the Grand River. The building was completed in the fall of 1891, and a Corliss engine installed. Johnston Brothers of Ferrysburg built a large tank to hold the oil used to fuel the engine. Two generators were used, and on November 21 electric lights were turned on for the first time, including 25 miles of street lights. The Cutler House converted to electricity nine days later, and Challenge Corn Planter & Refrigerator Company the next month. The business was called Grand Haven Light & Power Company. In December, 1891 the company began providing water for local consumption, using Worthington pumps powered by electricity. The electric railway became a reality in 1895, but provided only local service. In 1896 the City of Grand Haven bought out Grand Haven Light & Power and took over the task of generating electric power to local businesses, residents, and churches.

In 1896 Grand Haven residents voted to approve a \$10,000 bond issue to buy one electric generator. It was used solely in the evenings to provide electric power for the city's new streetlights. The diesel plant on Harbor Drive was begun in 1929, and by 1950 it was the largest municipal diesel plant in the country. Electric service was extended to Ferrysburg in 1926 and the next year the west side of Spring Lake was included. By 1998 the Board of Power and Light boasted 57 employees providing electric service to nearly 12,000 consumers.

In 1961 construction was completed on the Sims Units I and II plants on Harbor Island at a cost of \$5 million. These units were replaced by Sims III, a \$90 million complex completed in the early 1980s. The new unit contained \$27 million worth of pollution control equipment, becoming the first utility in the nation to create and sell synthetic

gypsum, a byproduct of the process that removed sulfur dioxide from combustion gasses. The gypsum was shipped to a company that used it for the production of wallboard.

Gas

The Grand Haven Gas Works Company [Grand Haven Gas Light Company] was organized in 1885 to provide natural gas for local residents. The cost was \$1.75 per 1000 cubic feet. A one-story, brick building to house the Grand Haven Gas Works was erected at 310 South Harbor [Lots 35 and 36] in 1885. The storage tank built on that site held 25,000 cubic feet of gas. Nearly 400 tons of coal were used annually to produce the gas needed to meet the annual requirement of 3,000,000 cubic feet.

In 1893 Andrew J. Emlaw was President and John J. Danhof II was Secretary. By 1908 Stephen L. Munroe and William H. Loutit owned the company. Munroe had worked there from the start. In 1927 it became known as the National Utilities Company Gas Works. This company started furnishing artificial gas to Grand Haven in 1927, when it was known as the National Utilities Gas Works. It maintained an office in downtown Grand Haven. The name Michigan Gas Utilities [MGU] was adopted on September 1, 1951. Coal gas from hand-fired ovens was used until 1943, when facilities were changed to produce water gas. The old gas plant was kept as a standby until 1945. In September, 1946 the service was changed over to propane gas, which came in liquid form and was vaporized at the local plant. In May, 1950, natural gas piped from Texas fields was introduced. In 1964 MGU opened a new service center at 310 Harbor. At that time Michigan Gas had 1,500 miles of lines and served 54,000 customers throughout the state. In 1995 the utility, which served 18,300 area customers, moved from Harbor Drive to a larger facility at 1708 Eaton Drive. Officials said the \$1.2 million facility would make operations more convenient for employees and customers.

Telephone

Grand Haven's first telephone exchange was installed by Thomas Parish in 1882 with 25 subscribers. Service was crude compared with that of today. At first wires were strung from almost any convenient spot above ground. Roofs of buildings and tall trees were used instead of poles. There were frequent interruptions in service, and it was almost as easy to open the window and shout as it was to attempt to talk to a party over the phone. When underground wires were installed, it was said ferrets were used to run cables through the conduits. Early

records reveal that a private line was first installed from the Rix Robinson Fire Engine House to City Hall at Fifth and Washington Streets in 1879, and by 1882 connections had been made with Grand Rapids, Muskegon, Whitehall, Montague, and other towns. It was a source of great curiosity and people used to line up “just to see if it worked.” The telephone continued to grow with the community and to have a part in the growth of Grand Haven itself. Commercial fisherman Henry J. Dornbos took pride in having “1” as his business telephone number for many years. Since the time of the first exchange, the system was completely rebuilt and more facilities added from time to time. In 1930 the company merged with the Bell Telephone Company and located at a new building, 501 Washington Street in Grand Haven. Dial telephone service, along with direct long distance dialing, came to Grand Haven late in 1960. When Grand Haven telephone service changed from manual to dial service, the area’s new numbering system was made up of seven numbers, beginning with 842, instead of two letters and five numbers.

Waste Water Treatment

Grand Haven’s first water treatment plant was located on Adams Street, and the Spring Lake system was located between Cutler and School Streets, along the Grand River. In 1970 local communities established the Grand Haven-Spring Lake Sewer Authority, in order to replace existing inadequate structures. The Authority’s first goal was to construct a wastewater treatment plant that would meet state and federal pollution control specifications. Twenty-eight parcels of privately owned land were purchased at the east end of Washington Street to make room for the new structure. The plant went into operation in December, 1973 and cost \$6,250,000 in its entirety. In 1989 the plant had its first major expansion, for a total of \$3,410,000. Other upgrades followed in 1996 and 1997.

Water

A new water pump was started at 11:00 p.m. on January 11, 1882 to provide water to 60 fire hydrants in the City of Grand Haven. The utility was called the Wiley Water Works and was located at 1510 Washington, at the far east end of the street. The Holley pump, made in Port Huron, ensured consistent water pressure and could produce about 1,250,000 gallons a day, although originally it served only the business section of the city. The early water pipes were wooden and served far beyond their expected term. A Mr Wiley was the entrepreneur that gave the system its name. The

company failed, and in 1888 the City of Grand Haven began to operate the water supply system and to include service to residences and businesses. This system relied on a well twelve feet deep and thirty feet in diameter. Suction pipes, powered by electricity, provided the necessary pressure. For the first ten years the water pumps were powered by steam, but in late 1894 the Grand Haven Electric Company took over the operation and installed Worthington pumps, run by electricity. The City’s first plant was located near the river on the southwest corner of Clinton and Harbor [Lot 3]. Later, the offices of the electric light company were located in the same building. Henry Sanford, who lived on Clinton Street near the Works, appears to have been the engineer. He also was water engineer for the Grand Haven Fire Department. By 1892 John Palmer was Superintendent of the Works. [However, another source listed Augustus Cosgrove as Superintendent at the same time.] In 1912 water tanks were built on top of Five Mile Hill in order to ensure consistent water pressure and to have a reserve on hand. At some point the water system was relocated to a brick building at 1510 Washington and called the Wiley Water Works.

In 1927 a new water filtration plant was built at 6 Sherman Street in Grand Haven to produce two million gallons of water a day. Three collector wells were added in 1952 to meet the demands of a growing population. Ten years later, as existing wells began to fail, a submerged intake system was built under Lake Michigan sand and pumped to the Sherman Street plant for treatment. In 1975 an agreement extended the availability of water to Spring Lake Township and Ferrysburg. The Northwest Ottawa Water Filtration plant, at 30 Sherman Street, went into operation in 1986 and processed 15.5 million gallons per day.

VENETIAN BOAT PARADE

From 1906 to 1914 and again in 1937, 1938, and 1948 boat owners organized a summer-time Venetian Boat Parade. The Rotary Club organized the event between 1959 and 1962, and the Riviera Yacht Club sponsored a similar event from time to time. The brightly decorated, well-lighted boats paraded in Spring Lake and the Grand River. The custom was reinstated in 2003 as part of the Coast Guard Festival, when about 30 vessels participated.

VOYAGEURS

The French word *voyageur* referred to a man hired by the fur trading companies to carry on their trade in the wilderness that once was Michigan and other regions. Voyageurs, usually French-Canadians,

were the woodsmen, boatmen, and guides who transported the furs and supplies between a home base and the outlying posts.

WADSWORTH'S ADDITION

The first platted addition to the City of Grand Haven carried the owner's name, Abram Wadsworth. According to Lillie, the plat for Wadsworth's Addition was filed on August 6, 1837. The plat was a triangular piece that ran about 800 feet along the south bank of the Grand River to Lake Michigan and contained 148 small building sites, twenty along the river, the rest inland, without regard to dunes or bank erosion. The plat's south boundary included a boulevard 100 feet wide, running east and west and labeled "United States Road from Detroit to the Mouth of Grand River." If extended over the dunes, the road would have connected with Pennoyer Avenue and River Road. The Detroit road was never laid, but another street that bisected the plat was named Water Street and followed the route of today's Harbor Drive. Wadsworth's Addition later was vacated by the City.

WATER LEVELS

A major key to the use of Grand Haven harbor and shipments of freight and transportation of passengers on the Grand River is the depth of navigable water. The U.S. Army Corps of Engineers has records going back to at least 1860, when Lake Michigan's mean depth was 581.0 feet. The long-term average is 578.4', while the record high water occurred in 1986 at 581.07' and the low in 1964 was 576.08.' In addition to affecting the water levels in the Grand River and Spring Lake, Lake Michigan's fluctuations also impact the foredunes, the first row of sand hills running parallel to the lakefront. High water, such as that in 1952 and 1986, endangers cottages and homes built within reach of a surf running before a stiff wind. Low water, on the other hand, can leave docks and marinas high and dry. The primary causes of water level fluctuations are the seasons and long-term climatic conditions, especially temperature changes. Snow runoff tends to raise water levels in the spring, and extended periods of rain or extra-heavy snowfall can lead to an upward spike in the water level.

WATER THRILL SHOW

After a year of planning, Lyle "Whitey" White staged Grand Haven's first local water thrill show in the summer of 1958. White specialized in water skiing stunts and parasailing, which earned him the sobriquet "Whitey White, the human kite." He repeated his program the next summer in Muskegon, and then returned to Grand Haven in 1960. White

also took his show to Navy Pier in Chicago, and to a variety of places in Michigan. He retired from water skiing in 1961, and a year later local residents Joan Board and Bernie Pytlinske took charge of the show. For the next sixteen years their Water Thrill Show provided summertime entertainment along the banks of the Grand River in Grand Haven. From 1962 through 1968 the group used the facilities of Harbor Industries to stage its program each Wednesday and Friday night during the months of July and August. When Municipal Stadium, behind the Tri-Cities Historical Museum at the foot of Washington Street, was completed in 1968, the show was moved to that area. Among the performers were Droopy the Clown, Willie Raby, who was a one-legged skier, five-year old John Vander Meer, Bob Forrest, Bernie Pytlinske, the jumping-boat driver, Terry and Linda Roer, Henry and Linda Velzen, and David Rude, who was the first person of parasail across Lake Michigan. Their program included comic skits on water, jumps, trick skiing, ballet, fast boats, and kiting.

WORLD WAR I MEMORIAL

In 1920 a memorial was erected to the 83 men and women who died in the "World War for Democracy" [WWI] and placed on the grounds of the County Building. The memorial consisted of two ten-ton marble columns, one on top of the other, that once were a part of the Palmer House Hotel in Chicago. At the top was a large bronze eagle, and at the base were two bronze plaques listing the names of those who died. The county paid \$5,000 for the memorial.

Of the people listed on the plaques, 24 were from Grand Haven, 25 from Holland, nine from Coopersville, eight from Zeeland, four from Georgetown Township, three from Spring Lake, two each from Marne and Conklin, and one each from Ferrysburg, Crockery Township, Holland Township, and Jamestown Township. The list includes the name of one nurse who died during the war. [*Chronicle* article, "Better Location Sought for World War I Memorial," April 13, 2005.]

APPENDIX

POPULATION SUMMARY NORTHWEST OTTAWA COUNTY

	1845	1850	1860	1870	1880	1890	1900	1910	1920	1930	1940	1950	1960	1970
TOWNSHIPS														
Allendale	168	245	799	1,074	1,345	1,429	1,489	1,307	1,325	1,377	1,663	2,238	3,554	
Blendon	381	718	989	1,291	1,680	1,700	1,730	1,590	1,709	1,849	2,237	2,927		
Crockery	247	396	1,125	1,240	1,247	1,318	1,387	1,239	1,243	1,412	1,763	2,402	2,861	
Grand Haven	350	1,359	558	642	857	823	843	866	1,049	1,185	1,997	3,479	5,489	
Olive		317	612	1,601	1,968	2,073	2,080	1,667	1,261	1,304	1,460	1,755	2,072	
Pt Sheldon				845*	790	660	814	914	1,004	1,083	1,371	1,584	2,129	
Polkton	321	430	1,222	2,416	2,688	2,584	2,298	2,444	2,344	2,511	2,655	3,130	1,533	
Robinson		128	406	439	510	729	899	794	816	1,041	1,281	1,618	2,051	
Spring Lake	98	268	743	1,836	2,384	2,256	1,785	1,920	2,091	2,827	3,392	5,524	6,466	8,013
TOWNS														
Ferrysburg				411									1,550	
Grand Haven			3,140	4,861	5,023	4,743	5,856	7,205	8,345	8,799	9,536	11,066	11,844	
Spring Lake				1,372	1,168	696	802	978	1,271	1,329	1,824	2,063	3,034	
COUNTY	208*	5,587	13,215	26,651	33,126	35,358	39,667	45,301	47,660	54,858	59,660	73,751	98,719	128,181

*1840

*1884

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