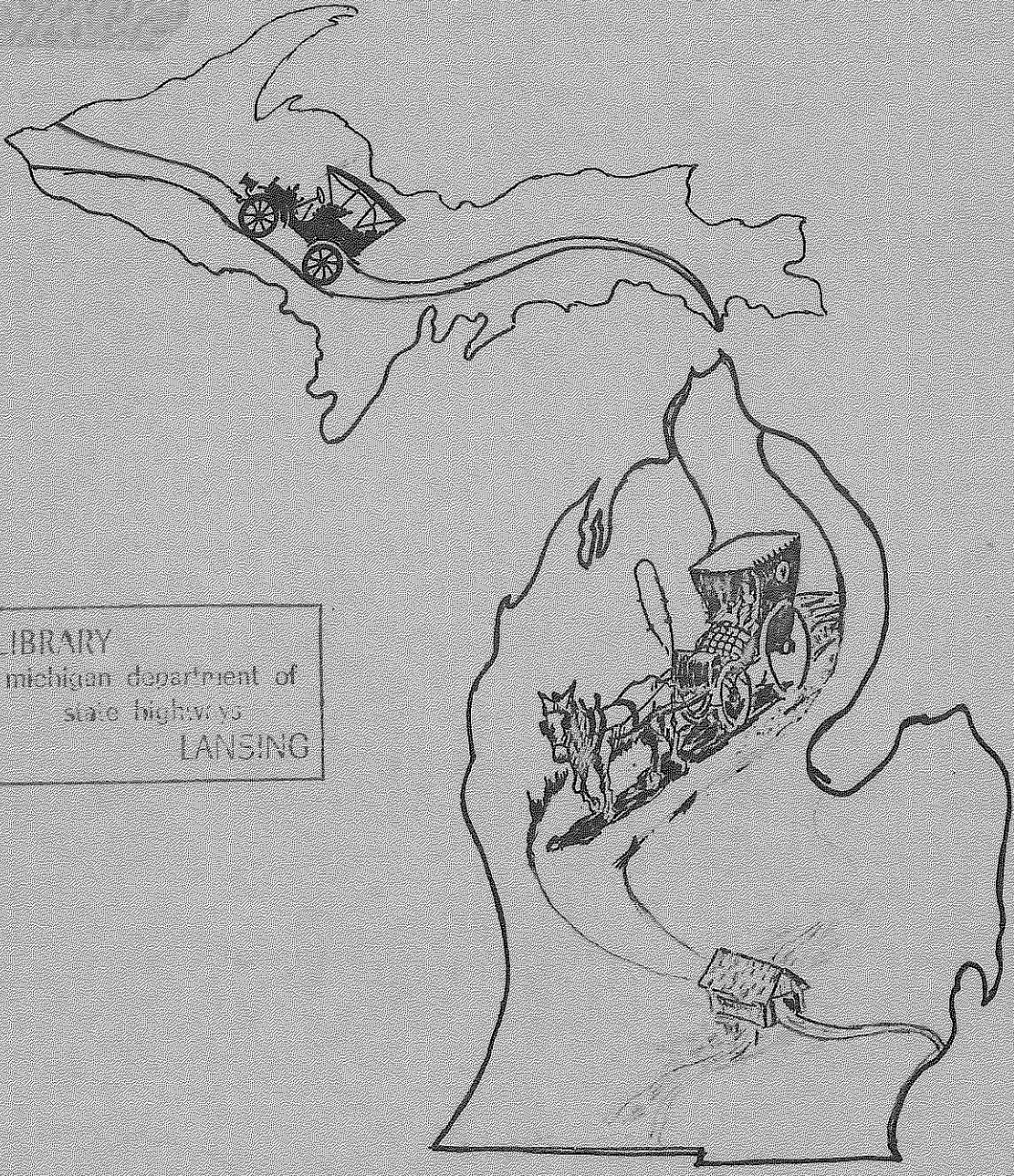


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# MICHIGAN MEMORIAL HIGHWAYS AND BRIDGES



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DEPARTMENT OF STATE HIGHWAYS

- - FOREWORD - -

This manual is designed as an aid to locating the dedicated Memorial Highways and Bridges in Michigan, and supplies a compact and reliable source of information on these Highways and Bridges.

Included in this edition are historical notes on Michigan's International Bridges and Tunnels, information on additional famous bridges including the covered bridges, a breviary on Highways of the past, how Michigan counties were named, and locations of Michigan's lighthouses.

This will, of course, be useful to many individuals who may benefit by a readable condensation of the historical notes in this manual.

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Prepared by:  
Management Services Division  
Records & Reports

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# MEMORIAL HIGHWAYS

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## LISTING OF MEMORIAL HIGHWAYS

### ADLER MEMORIAL HIGHWAY

Route I-696 BS - From US-24 (Telegraph Road), southeast to M-102 (Eight Mile Road) in Oakland County named for Morris Adler, a Rabbi, of the Temple Shaarey Zedek in Southfield, who was assassinated by a member of his congregation in 1966. Designated as a Memorial Highway following passage of Resolution Number 306 by Legislature in 1966.

### AMERICAN LEGION MEMORIAL HIGHWAY

Route I-75 - From Michigan-Ohio state line north to Sault Ste. Marie. Representative Thomas Anderson of Southgate introduced a resolution to name Michigan's segment of I-75 "The American Legion Memorial Highway". The resolution was approved by the House on a voice vote Tuesday, February 10, 1969, and was approved by the Senate February 25, 1969.

The Legislatures in the other states, through which the expressway passes, have been asked to approve similar measures thus giving the designation to the entire length of the Michigan-to-Florida expressway.

### AMVETS MEMORIAL DRIVE

Routes US-2, US-41 and M-35 running north from north limits of Escanaba for one and one-tenth miles. Dedicated by (Act 144 of P.A. 1959).

### ARTHUR H. VANDENBURG MEMORIAL HIGHWAY

Route US-16, Detroit to Muskegon. Arthur Vandenburg was born at Grand Rapids in 1884. Studied law at the University of Michigan, became editor of the Grand Rapids Herald. In 1929 he was elected Senator and served until his death in 1951. Dedicated by (Act 70 of P.A. 1952). Complete route now abandoned as a State Highway or transferred to local jurisdiction.

### BLUE STAR MEMORIAL HIGHWAY

Routes US-31, from Michigan-Indiana State Line to the Straits of Mackinac, and US-2 from Mackinaw City to Sault Ste. Marie. Named for the organization of mothers of World War II Veterans. Dedicated by (Act 70 of P.A. 1952).

(Note: Portions of the original route re-numbered or transferred to county jurisdiction).



#### CARLETON MEMORIAL DRIVE

Route M-34 beginning at the Michigan-Ohio State Line and passing through Adrian, Hillsdale, Hudson and terminating at Homer. Named in honor of Will A. Carleton, a poet born at Hudson in 1845, graduated from the Hillsdale College in 1869. He spent most of his life in the Hudson area. Carleton is best remembered for his sentimental poems of rural life. He died in Hudson in 1912. Designated by (Act 113 of P.A. of 1925).

#### CLARA BARTON MEMORIAL HIGHWAY

Route US-25, from Ohio-Michigan State Line north to Detroit. Miss Barton was born at North Oxford, Massachusetts in 1821. In 1881 she founded the American Red Cross with headquarters at Dansville, New York. In September of the same year, the first major disaster in which the American Red Cross gave a helping hand was a devastating forest fire in Lapeer, Tuscola and Huron counties in which 125 lives were lost and thousands made homeless without food or shelter. Miss Barton and her little band of earnest assistants gathered blankets, clothing and other necessities for the suffering refugees. Clara Barton died in 1912 at the age of 91. Dedicated by (Act 80 of P.A. 1954). Portions of the original route transferred to city or county jurisdiction.

#### COLUMBUS MEMORIAL HIGHWAY

Route M-102 (Eight Mile Road) between Grand River Avenue I-96 BS and Gratiot Avenue US-12 in Wayne County. Christopher Columbus was a native of Italy, born in or near Genoa in 1451. Columbus received financial aid from Queen Isabella of Spain for his four famous voyages, thereby making his discoveries under the Spanish Flag. He died on May 20, 1506 at Valladolid, Spain, and his body was interred in a monastery at Seville. Dedicated by (Act 86 of P.A. 1955).

#### DAY MEMORIAL HIGHWAY

Route M-22 around Glen Lake. David H. Day born at Ogdensburg, New York July 10, 1854. Mr. Day was responsible for the development of the Leelanau region. He was president of the Western Michigan Development Bureau for 19 years, out of which finally grew the Michigan Tourist and Resort Association, and in 1920 became the first State Park Commissioner. Mr. Day died in the Spring of 1928. Dedicated by Resolution in 1928.

#### DIXIE HIGHWAY

The Dixie Highway was first promoted in 1915 by a meeting of governors of the States concerned with the route. The original route beginning at Mackinaw City, Michigan, extends through opposite sides of the State, (on the east - Alpena, Bay City, Flint, Detroit and Monroe to the State line --

west side - Petoskey, Traverse City, Muskegon, Grand Rapids and Kalamazoo to the State line) and on through Ohio, Indiana, Kentucky and Tennessee, joining at Chattanooga thence south through Georgia and Florida ending at Miami.

This new highway, in its inception, was designed to encourage between the North and South more intimate acquaintance in attracting numberless automobile tourists.

Michigan portion dedicated by State Highway Commissioner, Grover C. Dillman - 1929.

(Note: Portions of the original route re-numbered or transferred to County Jurisdiction).

#### DORT MEMORIAL HIGHWAY

Route US-23 (now M-54 BR) Stewart Avenue in Flint north to Mt. Morris. J. Dallas Dort was born at Inkster, Michigan in 1860. He helped develop in Flint America's greatest vehicle industry, and was a leader in nearly every civic enterprise - father of Flint's city planning, founder of the Industrial Mutual Association, the Choral Union and the Flint Country Club. Unquestionably one of the most beloved citizens in Flint's history. J. D. Dort is best known for the Dort Memorial Park System. He died of a heart attack while playing golf May 17, 1925. Date of dedication unknown.

#### FRANK D. FITZGERALD MEMORIAL HIGHWAY

Route M-43 from East Lansing to Grand Ledge. Frank Fitzgerald born January 27, 1885 in Grand Ledge, attended Ferris Institute, and in 1919 was appointed Deputy Secretary of State. He was appointed business manager for Michigan State Highway Department in 1923. In 1930 he was elected Secretary of State, and in 1934 elected Governor of Michigan. He died March 16, 1939. Dedication date unknown.

#### FRANK F. ROGERS MEMORIAL HIGHWAY

Route M-28 from Wakefield by way of Ewen, Sidnaw, Marquette to Sault Ste. Marie. Frank F. Rogers was born in Lenawee County August 30, 1858. Graduated from Michigan State College in 1883 with a degree in Engineering. Appointed Deputy State Highway Commissioner in 1905. Elected State Highway Commissioner in 1913. Resigned due to ill health December 31, 1928. Died at his home in Lansing April 29, 1942. Dedicated by (Resolution in 1923).

#### GREEN ARROW MEMORIAL HIGHWAY

Route M-78, from the Indiana-Michigan State Line north to the Junction of M-66, thence on M-66 north to the Junction of US-131 at Kalkaska. The Green Arrow Association consists of a group of business men who are working

together to expand the economic benefits of cities in south central, central and northwestern Michigan.

The Arrow symbolizes the area's primitive days of Indian civilization, while the Green represents the forest and water of the vacation-land area. (Note: Portions of the original route re-numbered or transferred to local jurisdiction). Dedicated by (Act 170 of P.A. 1959).

#### GROESBECK HIGHWAY

Route M-97, from US-25 (Gratiot Avenue) north to M-59. The Groesbecks were one of Warren Township's first families. The first Township meeting was held at the home of Louis Groesbeck. He was elected as overseer of the poor and from then on hardly an election went by without a Groesbeck holding office. This dedication to public service prompted the naming of Groesbeck Highway after the outstanding family. Date of dedication unknown.

#### HORATIO S. EARLE MEMORIAL HIGHWAY

Route M-53, from Van Dyke Road in Detroit to Port Austin. Mr. Earle was born in Mt. Holly, Vermont, February 15, 1855. He was chairman of the Good Roads Committee in 1895. Elected to the State Senate in 1901, and appointed the first State Highway Commissioner in 1905. Mr. Earle was referred to as the "Father of Good Roads". He died at his home in Detroit December 25, 1935. Dedicated by (Act 118 of P.A. 1941). Portions of the original route re-numbered or transferred to local jurisdiction.

#### JAMES WHITCOMB RILEY MEMORIAL HIGHWAY

Route US-131, from Michigan-Indiana State Line north to Petoskey. James W. Riley was one of America's most celebrated poets, born in Greenfield, Indiana in 1849, died in 1916. Date of dedication unknown. Portions of original route re-numbered or transferred to local jurisdiction.

#### LEIF ERICKSON MEMORIAL HIGHWAY

Route M-95, from Wisconsin-Michigan State Line to Champion. Named in honor of Leif Erickson, a Norse explorer, born in Iceland and son of Eric the Red, discoverer and colonizer of Greenland. It is believed that Leif Erickson visited the shores of North America early in the 11th century. Dedicated by (Resolution of 1952).

#### PERE MARQUETTE MEMORIAL HIGHWAY

Route US-31, from south Oceana County line north to the north Mason County line. Father Jacques Marquette, a Jesuit Missionary, born at Laon, France in 1637. Came to the New World in 1666. Established a permanent French settlement at Sault Ste. Marie in 1668, now the oldest city in Michigan. Also founded St. Ignace in 1671. Left St. Ignace with Louis Joliet in 1673, and made their famous expedition down the Mississippi River. Father Jacques Marquette died near Ludington May 18, 1675 on their return trip to St. Ignace. Dedicated by (Act 93 of P.A. 1954).

#### PHILLIP T. COLGROVE MEMORIAL HIGHWAY

Route starting at Constantine, passing through Three Rivers, Kalamazoo, Hastings, Ionia, Stanton, Ithaca, St. Charles, Saginaw, Vassar, Sandusky, and ending at Port Sanilac.

Phillip T. Colgrove was born at Winchester, Indiana, April 17, 1858. He was educated in Michigan, and was admitted to the Michigan Bar in 1879. Prosecuting Attorney for Berrien County from 1883 through 1889. Appointed to the United States Supreme Court in 1910. He was president of the Good Roads Association for more than 20 years at the time of his death in February 1930. Dedicated by (Act 350 of P. A. 1921).

Portions of the original route re-numbered or transferred to local jurisdiction.

#### PIONEER MEMORIAL HIGHWAY

Route M-34, from Hillsdale to Adrian. In commemoration of the pioneer residents of the Hudson Area. Dedicated by Frank Rogers, State Highway Commissioner in 1928.

#### PULASKI MEMORIAL HIGHWAY

Route US-112 (now signed US-12) from Detroit through Ypsilanti, Coldwater, Niles and New Buffalo, ending at Lake Michigan. Named in honor of a Polish patriot and soldier Count Casimir Pulaski, who was born at Podolia, Poland in 1748. He arrived in America in July of 1777, and served under Anthony Wayne. In March of 1778, he organized an independent corps of cavalry. In February of 1779, he arrived in South Carolina to aide General Benjamin Lincoln. During the siege of Savannah, he was hit by grape shot and died October 11, 1779. Dedicated by (Act 11 of P.A. 1953).

#### RED ARROW MEMORIAL HIGHWAY

Route US-12, from Michigan-Indiana State Line northerly and easterly through St. Joseph, Paw Paw, Kalamazoo, Marshall, Jackson, and intersecting US-23 at Ann Arbor; thence northeast on US-12 (now signed M-14) through Plymouth, and ending in Detroit. In commemoration of the 107th Combat Engineers, 32nd Division of World Wars I and II. Dedicated by Charles M. Ziegler, State Highway Commissioner, August 26, 1952.

(Note: Portions of the original route re-numbered or transferred to local jurisdiction.)

#### ROGERS MEMORIAL HIGHWAY

Route M-19, Detroit to Port Huron - For history see Frank Rogers Memorial Highway. Dedicated by (Resolution of 1921).

Portions of original route re-numbered or transferred to local jurisdiction.

#### ROOSEVELT MEMORIAL HIGHWAY

Route M-28, from US-2 westerly through Dafter, Seney, Shingleton, to the junction of M-94; thence running southwesterly on M-94 through Lake Forest and ending at the junction of US-41. Theodore Roosevelt, American author, 26th President of the United States. He was born in New York City in 1858, of a distinguished family of Dutch origin. He graduated from Harvard University in 1880. In 1889 Roosevelt was appointed as a member of the United States Civil Service Commission in which capacity he served until 1895, when he resigned to accept the presidency of the Police Commission of New York City. In April 1898, he organized a regiment of volunteer cavalry, afterwards known as Roosevelt's Rough Riders. He was also instrumental in making possible the construction of the Panama Canal. He died January 6, 1919 at Sagamore Hill, Oyster Bay, Long Island.

(Note: Portions of the original route re-numbered or transferred to local jurisdiction.)

#### SPANISH-AMERICAN WAR VETERANS MEMORIAL HIGHWAY

Route US-2, from Sault Ste. Marie to St. Ignace, US-2 from St. Ignace to Gladstone, M-35 from Gladstone to Wells, US-2 and US-41 from Wells to Spaulding, US-2 from Spaulding to Iron Mountain, M-95 and M-69 from Iron Mountain to Sagola, M-69 from Sagola to Crystal Falls, US-2 from Crystal Falls to Ironwood. This route passes through 8 of the 15 counties of the Upper Peninsula. Dedicated by (Act 104 of P.A. 1949).

#### TOM BOLT MEMORIAL HIGHWAY

Route M-46, from Muskegon County Line in Casnovia west to Getty Street in Muskegon. Mr. Thomas J. G. Bolt was born in Devonshire, England, April 16, 1848. Arrived in Muskegon County in 1869 as a School Teacher in Moorland Township. Later became County School Commissioner, State Senator, member of the State Tax Commission and County Road Commissioner, and was a member of Moorland township supervisors for forty years. He died May 27, 1933 at his home in Moorland Township. Dedicated by the Muskegon County Board of Supervisors June 28, 1928.

#### UNITED SPANISH WAR VETERANS MEMORIAL HIGHWAY (SECTION II)

Route US-23 beginning at the Michigan-Ohio State Line through the counties of Monroe, Washtenaw, Livingston, Genesee, Saginaw, Bay, Arenac, Iosco, Alpena, Presque Isle and Cheboygan and ending at Mackinaw City. Designated by (Act 207 of P.A. 1945).

#### VETERANS OF WORLD WAR I MEMORIAL HIGHWAY

Route US-23 (now signed M-13) between Saginaw and Bay City. The work on this memorial consisted of the reshaping of a barren belt 200 to 700 feet wide left by dredging operations into a four lane parkway. A unique feature of this parkway is a log and stone Veterans Memorial building built of stone from an old trading post, logs of salvaged dock pilings and brick from the old Saginaw City Hall. Dedicated by Murray D. Van Wagoner, State Highway Commissioner, November 10, 1935.

#### WILLIAM TAFT MEMORIAL HIGHWAY

Route US-27 and US-2 (Michigan's portion), from Michigan-Indiana State Line north to Sault Ste. Marie. William Howard Taft was born in Cincinnati, Ohio, September 15, 1857. He graduated from Yale University in 1878. He was elected as the 27th President of the United States in 1908. Taft was appointed Chief Justice of the United States Supreme Court in 1921 and served until 1930, when illness forced him to resign. Died in Washington, D. C., March 8, 1930. Dedicated by (Federal Legislative Resolution C-1933). Portions of the original route re-numbered or transferred to local jurisdiction.

#### WORLD WAR I HEROES MEMORIAL HIGHWAY

Route - Battle Creek to Charlotte, Lansing, Owosso, and a direct line from Owosso, Flint, Lapeer, Imlay City to Port Huron. Dedicated by Frank F. Rogers, State Highway Commissioner, July 1919.

## DETROIT'S MEMORIAL FREEWAYS

Giants of Detroit politics and industry live on in the names of the five freeways that crisscross the City which has put the world on wheels.

### CHRYSLER FREEWAY

Walter P. Chrysler, whose career started with the railroads, joined the automobile industry as works manager for Buick Motor Company in Flint at \$6,000 a year. By 1915, Chrysler's salary was \$50,000 a year, and he was president of Buick.

Later, Chrysler was the industrial troubleshooter who restored the Willys-Overland Company and the Maxwell-Chalmers Company to financial health. He built the first Chrysler car in 1924.

When the Chrysler Corporation was 10 years old, its founder had parlayed his original \$8 million investment into a \$235 million empire. Chrysler died in 1940 at the age of 65.

### EDSEL FORD FREEWAY

Edsel Ford, the only son of the automobile pioneer, Henry Ford, is honored by the Ford Freeway. He was an industrialist schooled largely by his father and was also president of the city's Art Commission. Edsel was president of the Ford Motor Company from 1919 until his death in 1943.

### FISHER FREEWAY

Frederick J., Charles and Albert Fisher formed the Fisher Body Company in 1908. As the younger Fishers finished school, they joined the company. In 1919, the firm became a division of General Motors and four of the Fishers became executives of the giant corporation.

### JEFFRIES FREEWAY

The proposed new Jeffries Freeway, the Detroit section of the Detroit-Muskegon route, will be named for Edward J. Jeffries, Jr., Mayor of Detroit from 1938 to 1948.

Except for two years, 1948-49, he served Detroit in positions as councilman, council president and mayor from 1932 to 1950.

Jeffries was elected to his first term as councilman at the age of 31. He is credited with starting the planning for Detroit's Civic Center development.

## LODGE FREEWAY

John C. Lodge, who held public office for nearly 50 years without campaigning, helped draft the 1908 State Constitution and the city's nonpartisan charter in 1918. He saw his city grow from 42,000 to one of the largest in the country.

In 1927, Lodge was elected mayor. His only political defeat came two years later when Charles Bowles was elected mayor. Lodge won a council seat in 1931, and served until his retirement in 1947. He died in 1950 at the age of 89.



**MEMORIAL BRIDGES**

## MEMORIAL BRIDGES

### COOLEY MEMORIAL BRIDGE

Located about halfway between Cadillac and Manistee, carrying M-55 across the Pine River. Named in honor of Mortimer E. Cooley, born in Canandaigua, New York, March 28, 1855. Graduated from University of Michigan with a degree in Law in 1885. Graduated from Michigan Agricultural College with a degree in Engineering in 1907. Served as Chairman of the State Highway Commissioner's Advisory Board, and was State Engineer under Federal Public Works Administration. Was dean emeritus of University of Michigan, and was a candidate for Senator in 1924. Died August 24, 1944. This bridge also received the Institute of Steel Construction's 1935 award for beauty and fitness of design. Dedicated in 1935 by Murray D. Van Wagoner, State Highway Commissioner.

### DEAN MEMORIAL BRIDGE

Located in Grand Rapids carrying Fulton Street (now signed M-45) over the Grand River. The bridge is named after Private William H. Dean of Grand Rapids, whose sacrifice at the close of the war with Spain aided army surgeons to determine the source of yellow fever. Dedicated by Senator Seth Q. Pulver, representing Governor Green September 27, 1928.

### JOSEPH W. GUYTON MEMORIAL BRIDGE

Located in Osceola County, east of Evart, carrying US-10 over the Muskegon River. Named in memory of Joseph W. Guyton, Private, Company I, 126th Infantry, 32nd Division. Awarded the French Croix de Guerre with silver star, dated May 25, 1918, with the following citation: "Killed by machine gun bullet while on guard in the front line. Was the first soldier of the 32nd American Division to fall fighting for the cause of right and liberty on the ground of Alsace by the side of his French comrades". Dedicated in 1935 by Murray D. Van Wagoner, State Highway Commissioner.

### KALAMAZOO MEMORIAL BRIDGE

Located in the City of Kalamazoo carrying M-17 (now signed M-43) over the Kalamazoo River. This bridge was dedicated in honor of all Veterans of World War I, and was the first monument erected by the City of Kalamazoo in honor of the World War I Soldiers. Dedicated by Mayor George T. Taylor, May 2, 1927.

#### MANISTEE MEMORIAL BRIDGE

Located in Manistee, carrying US-31 over the Manistee River. Named in honor of the City of Manistee's War Dead. This electrically operated double-leaf bascule bridge has a forty-foot roadway with two, six-foot sidewalks. It spans the river with a one-hundred-twenty-foot clear span and has two sixty-foot approach spans. Dedicated in 1933 by Murray D. Van Wagoner, State Highway Commissioner.

#### MERCHIE MEMORIAL BRIDGE

Located in Traverse City, carrying US-31 over the Boardman River. Named after Robert B. Merchie, born in Traverse City, October 25, 1894. Graduated from the University of Michigan, and was admitted to the Bar in the Fall of 1919. He was State Judge Advocate in 1934. Mr. Merchie has been a prominent civic leader in Traverse City throughout the years. Dedicated in 1951 by Charles M. Ziegler, State Highway Commissioner.

#### PETERSON MEMORIAL BRIDGE

Located two miles south of the junction of M-37 and M-55, carrying M-37 over the Pine River. This magnificent bridge is beautiful and majestic, and gives a wonderful scenic view of the forest carpeted river valley in both east and west directions. The bridge was named in honor of Albert Peterson, born in the Swedish-Danish Archipelagic region in the year 1845. He arrived in the United States in 1868, and in Manistee in 1869. He worked for two years in the Louis Sand Lumber Mill. While working on the river, he found land in the southwest section of South Branch Township in Wexford County for his homestead, and in the summer of 1874 he built a log cabin and barn on the site and took out homestead rights. He held various Township Offices, such as Township Treasurer, President of the School Board, etc. He was a good citizen, worked for the community and was self educated. The bridge is also located on the original home site. Mr. Peterson died of pernicious anemia on July 5, 1907. Dedicated in 1948 by Charles M. Ziegler, State Highway Commissioner.

#### PIONEER MEMORIAL BRIDGE

Located in the Village of Hudson, carrying East Main Street (M-34) over Bean Creek. Named in commemoration of the pioneer residents of the Hudson Region. Dedicated March 29, 1928.

#### VAN WAGONER BRIDGE

Located in Morenci carrying M-156 over the Silver Creek. Named after Murray D. Van Wagoner, born at Kingston in Tuscola County in 1898. Received a degree in Civil Engineering from the University of Michigan in 1921, specializing in Highway Engineering. Served as Resident Construction Engineer for the State Highway Department in Alpena from 1921 through 1924. Organized his own Engineering office in Pontiac, and conducted a successful business for seven years. Elected State Highway Commissioner in 1933, and served until 1941, when he was elected Governor. In 1952 he was appointed to the Mackinac Bridge Authority Board. Dedicated by Resolution in 1935.

#### VETERANS MEMORIAL BRIDGE

Located in Belding carrying M-44 over the Flat River and the C&O Railroad. Named in honor of the War Veterans of Belding and Vicinity. This Deck Plate Girder bridge has a 32-foot clear roadway with two five-foot sidewalks, and has four spans totaling 414 feet. Was completed in 1950. Dedicated by Charles M. Ziegler, State Highway Commissioner.

#### WRIGHT MEMORIAL BRIDGE

Located in Alma, carrying US-27 (now signed US-27BR) over the Pine River. This \$40,000 bridge was paid for by Mrs. Sarah Lancashire of New York, in memory of her father Ammi W. Wright. Mr. A. W. Wright was born at Grafton, Vermont, July 5, 1822. In 1850 he came to Detroit. In 1851 he entered into the lumbering business at Saginaw. In the following years he became prominent in other business channels, such as banking, logging, railroads, mining, etc. In the early 1880's he made his home at Alma. Soon after settling in Alma, he built Opera House Block. In 1882 he erected the Wright House, a hotel which would be a credit to a much larger city. In 1887 he built the Alma Sanatorium, followed by the Michigan Masonic Home. Mr. Wright died at his residence in Alma, May 5, 1912. Dedicated in 1929, by Grover C. Dillman, State Highway Commissioner.

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**INTERNATIONAL  
BRIDGES & TUNNELS**

Four bridges and three tunnels link Michigan and Ontario, Canada on the north and east International borders.

- - T U N N E L S - -

A railroad tunnel between Port Huron, Michigan and Sarnia, Ontario was opened in 1891. This tunnel was the first electrified underwater railway tunnel ever built anywhere.

A second railroad tunnel was built under the Detroit River by the Michigan Central Railroad in 1910, running 8,300 feet between Detroit, Michigan and Windsor, Ontario in Canada. It was constructed by encasing two tubes within a larger tube having a steel divider between the two intertubes.

Detroit-Windsor Tunnel was the first vehicular tunnel between two countries. Built between 1928 and 1930 at a cost of \$22,000,000.00, this mile long engineering feat which can accommodate 1,000 vehicles per hour in each direction, lies 80 feet below the surface of the Detroit River and connects Detroit, Michigan and Windsor, Ontario, Canada.

- - B R I D G E S - -

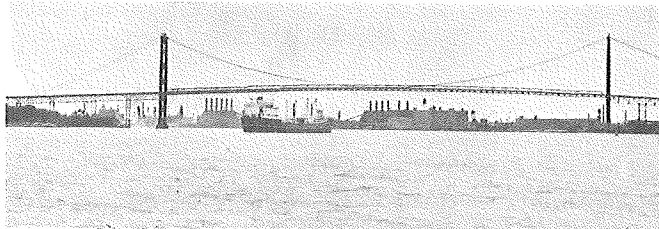
The first bridge linking Ontario and Michigan also was for railroad use only. Built in 1914 at Sault Ste. Marie, its 336-foot bascule (jackknife) span on the American side of the channel was the longest of its type in the United States until it was replaced in 1959 by a 3.5 million dollar vertical lift bridge.

**FAMOUS BRIDGES**

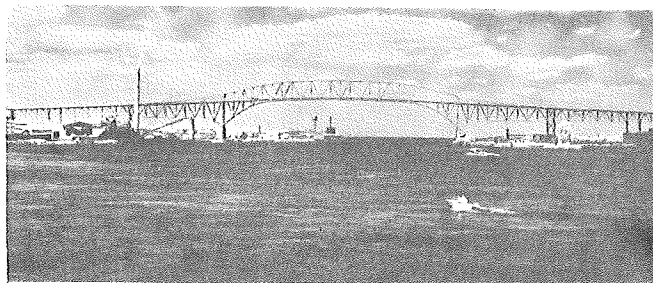
**IN**

**MICHIGAN**

- - BRIDGES - -

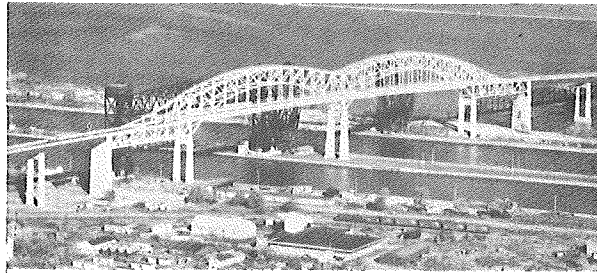


THE AMBASSADOR BRIDGE is a suspension-type span. It crosses the Detroit River between downtown Detroit and Windsor, Ontario in Canada. It has a four-lane main span of 1,850 feet and a clearance above water of 152 feet, and runs 1.3 miles between its United States and Canadian terminals. This Toll bridge was completed in 1929 at a cost of \$20 million and is privately owned by the Ambassador Bridge Corporation. At the time the bridge was completed, it was the longest in the world. Several major Michigan highways, including I-94 and I-96 pass within a short distance of its approaches.



THE BLUE WATER BRIDGE is the eleventh longest cantilever span in North America. It crosses the St. Clair River from Port Huron, Michigan to Sarnia, Ontario in Canada. Completed in 1938 at a cost of \$4 million, and was financed jointly by the American and Canadian governments, the State of Michigan and the Province of Ontario. It is a two-lane arch type bridge with a main span of 1,576 feet. Total length is three and one-half miles. Clearance above water is 152 feet. Interstate 94 and US-25 lead to the bridge. Toll charges are collected by Canadian authorities to pay Canada's share of bridge maintenance.



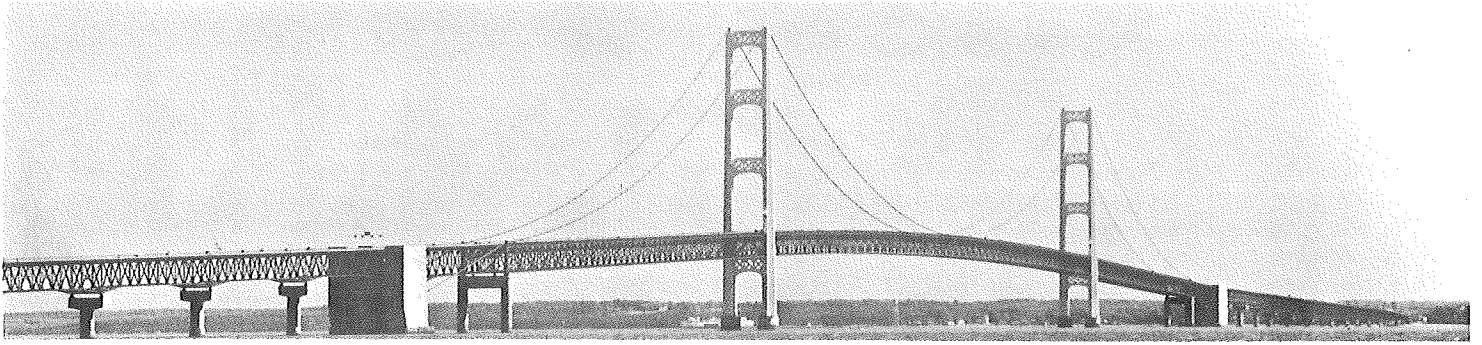


THE INTERNATIONAL BRIDGE is the newest link between Michigan and Ontario, Canada, and is a series of eight arch and truss bridges, crosses the St. Mary's River and the famous Soo Locks between Sault Ste. Marie, Michigan and Sault Ste. Marie, Canada. The two mile-long toll bridge was completed in 1962 at a cost of \$20 million and financed by the American and Canadian Governments, the State of Michigan and the Province of Ontario. The two-lane span rises to a height of 124 feet above low-water level to permit passage of ships. This bridge replaced an auto ferry that operated between American and Canadian Soo's for the past 74 years.

This bridge also links two of North America's longest highways. They are the 5,000 mile long Trans-Canada Highway and Interstate 75 Freeway. Interstate 75, when completed, will extend 1,500 miles from Sault Ste. Marie, Michigan, south to Tampa, Florida.

The Trans-Canada Highway, at the present time, is the world's longest paved highway. It extends from Victoria, British Columbia, Canada on the west coast, east to St. John's Newfoundland on the east coast.

The construction of this highway took more than ten years, and the construction cost is estimated to be over one billion dollars.

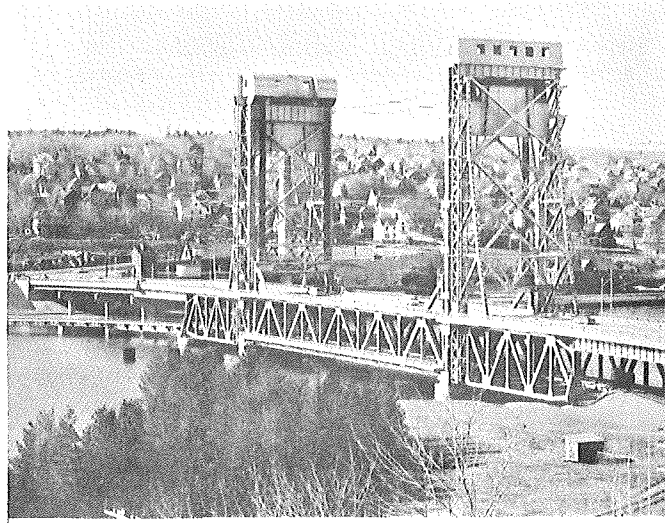


**THE MACKINAC BRIDGE --- 'The World's Greatest Bridge'**

Pronounced 'Mack-in-awe' is a \$100 million fulfillment of a century-old dream of bridging the Straits of Mackinac and connecting the two peninsulas of Michigan. Completed in 1957 after four years' labor by 10,000 men, the four-lane span stretches for five miles from Mackinaw City in the Lower Peninsula to St. Ignace in the Upper Peninsula. Length of the center suspension is 3,800 feet and a distance between anchorages is 8,614 feet. Under clearance for ship passage is 155 feet.

It has been said that there were more obstacles overcome and problems solved in designing and building than hitherto been encountered in any comparable project; yet, it is one of the safest and most beautiful spans ever built.

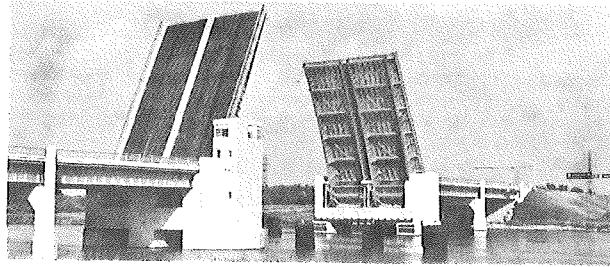
It is expected that 'Mighty Mac' will be debt free in the early 1980's.



**THE HOUGHTON-HANCOCK BRIDGE** is a double-deck, lift span with a four-lane highway on the upper level and a railroad track on the lower level. It can be raised like an elevator to a height of 100 feet above the water. When neither trains nor large boats are expected, the railroad level can be raised to the auto level permitting auto traffic to cross on the railroad deck while small boats pass underneath.

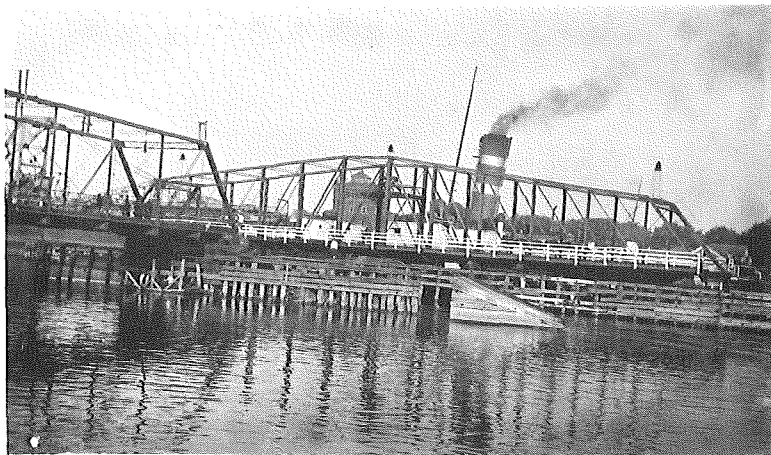
This toll-free bridge carries US-41 across the Portage Lake waterway, a ship canal used as a short cut across the Keweenau Peninsula. It was built by the Michigan Department of State Highways and completed in 1959 at a cost of \$11 million.

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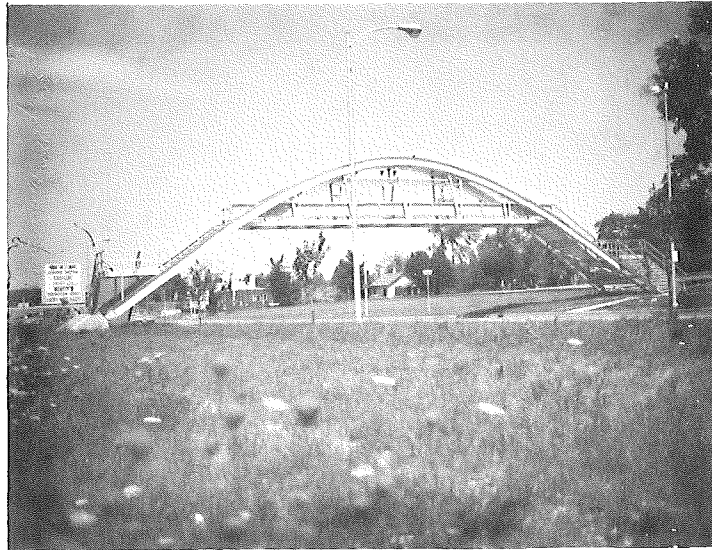


**ZILWAUKEE BASCULE BRIDGE** carries I-75 and US-23 over the Saginaw River. It was built by the Michigan Department of State Highways and completed in 1960 at a cost of \$3,563,336.

Bascule bridges are counter-weighted, and can be opened for ship passage. The Michigan Department of State Highways maintains and operates 12 bridges of this type. Their locations are -- on US-31 and US-31BR at St. Joseph, Benton Harbor, Grand Haven, Manistee and Charlevoix. On US-25 at Fort Street in Detroit and at Port Huron. I-75BL crosses two more at Bay City. M-81 crosses another in Saginaw. The 12th is on US-23 at Cheboygan.



Swing Bridges are pivoted in the middle and can be turned parallel with the stream. Three swing bridges on I-94BL are located at St. Joseph-Benton Harbor and South Haven. Another is on M-64 at Ontonagon and a fifth at St. Clair on M-29.



### PEDESTRIAN BRIDGE

Art of another form is this aluminum bridge that arches over Wide Track Drive in Pontiac. The 18-inch bent beams are the largest ever made by the Reynolds Metal Company, and is the largest aluminum bridge of its kind in the world. The bridge was completed in 1967.

## COVERED BRIDGES



## "WHY WERE COVERED BRIDGES BUILT?"

This is the question asked by nearly everyone who visits a covered bridge, and there have been scores of theories given. One explanation is that they afforded a shelter for travelers, a place to park a sleigh or buggy and to avoid the snow and rain. Others contend that farmers driving their cattle to market sometimes had trouble persuading the animals to cross bridges, so they were designed to resemble barns and deceive the cattle. Some old timers argued that the bridges had covers for the same reason that women had petticoats, to protect their underpinnings. And they were right! The roof protected the bridge floor and framework from the decaying effects of rain, snow, ice and the beating sun.

The first stream known to be spanned by a covered bridge is the Euphrates River in ancient Babylon in 783 B.C.

Covered bridges became popular in 18th century Switzerland, and were copied by the early bridge builders of New England. These evolved into a design which became popular in Michigan and neighboring states.

Motorists can drive across three of the four covered bridges still existing in Michigan.

Three of the four remaining covered bridges are all within 13 miles of exits of I-96 and within a half-hour drive of each other.

Two span the Flat River north of Lowell, and one in the Village of Ada just south of M-21 crosses the Thornapple River.



The Ada Bridge was built by Will Holmes, and is 125 feet long and 14 feet wide. It was opened July 7, 1867, and was nearly wiped out in the floods of 1904 and 1905. Local old-timers remember how farmers saved the bridge by driving onto it with wagons loaded with stones. When it continued to sway in the current, boards on the sides were removed and the river was allowed to flow through. As an added measure, a heavy cable was tied to the bridge and snubbed to a nearby elm.

Public sentiment saved the old bridge in the late 1930s when the road commission decided to tear it down. An old barn nearby was salvaged and the bridge re-sided with the lumber, but traffic has been banned in recent years. The span is still used as a shortcut from town to the ballpark--and as a photographer's and artist's model. Its trusses are also well carved with initials and dates.





FALLASBERG BRIDGE was opened in 1871 over the Flat River, south of the White's Bridge and north of M-21 on the Covered Bridge Road. Built of white pine hauled from Greenville. It is 100 feet long with a 14-foot roadway. In 1905 the timber abutments were replaced by concrete. In 1945 the Kent County Road Commission repaired and strengthened the bridge at a cost of \$3,000, twice the cost of building it in 1871. The old signs that were placed on the portals of the bridge in 1872 are still there, but have been repainted through the years. They read "\$5 fine for riding or driving on this bridge faster than a walk".

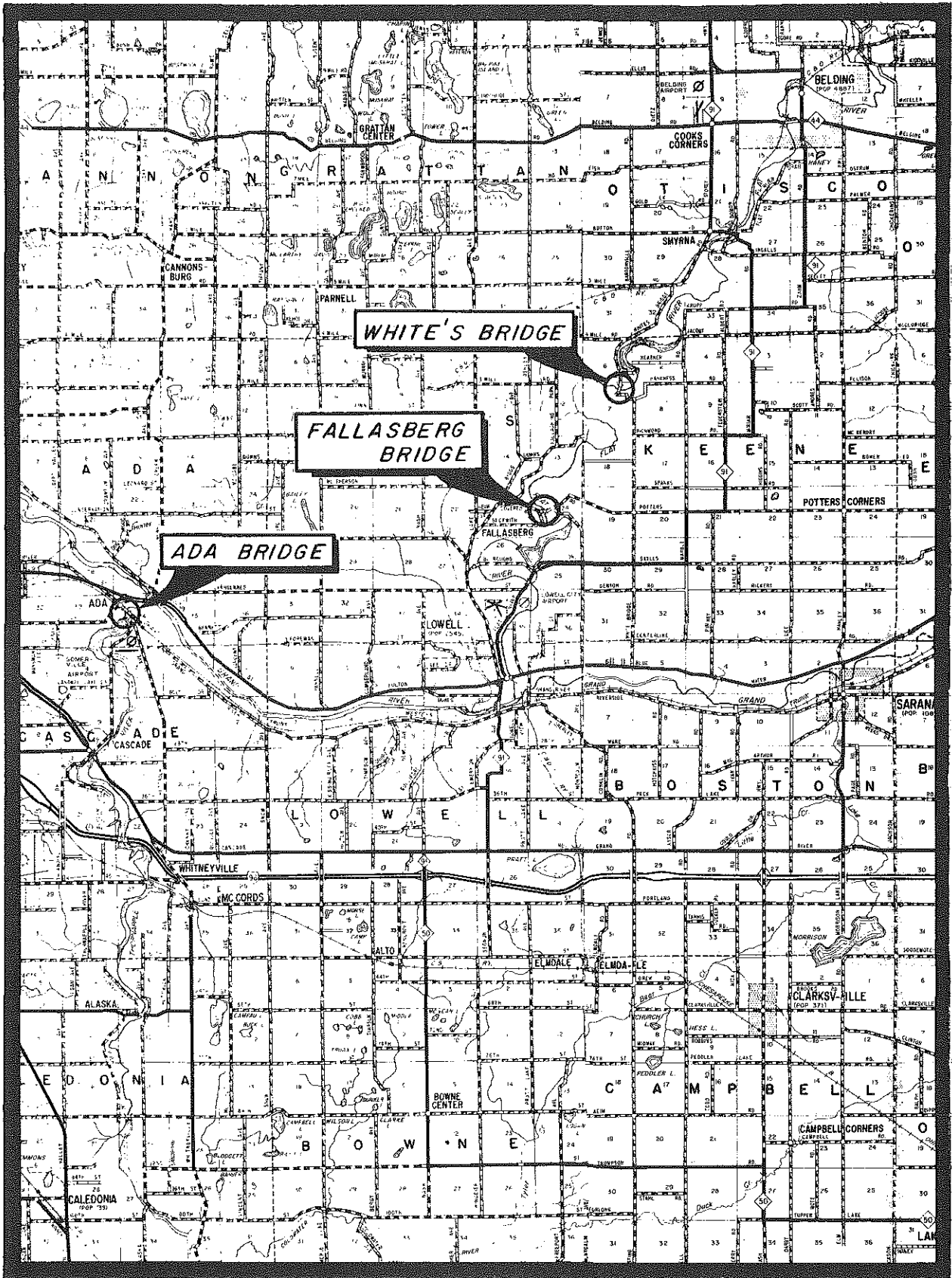


LANGLEY BRIDGE is still open to traffic and crosses the St. Joseph River at Centreville. It is the longest of Michigan's four remaining covered bridges. It is 282 feet long with three 94-foot spans of the Howe-truss construction. The bridge was built in 1887 by Pierce Bodner of Parkville, using the best quality white pine for the timbers. The bridge's name honors a pioneer Centreville family. When the Sturgis dam was built in 1910, the bridge had to be raised about eight feet. In 1950-51 extensive repairs and replacement of parts on the bridge were made.

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WHITE'S BRIDGE located in Ionia County just east of the Kent County line was built in 1867 by Jared N. Brazee and J. N. Walker. It is 14 feet wide and 116 feet long, cost \$1,700. It is of the through-truss type with a gable roof. The hand-hewn trusses are sheeted over with rough pine boards. Wooden pegs and handcut square iron nails were used to secure the various parts of the bridge. White's Bridge has been in constant use since 1867, proof that it was well constructed.



**HISTORICAL DATA**

**HIGHWAYS OF THE PAST**

- - H I G H W A Y S - -

Originally, Michigan's main east-west road followed the present routing of US-12, which passes through Michigan's bottom tier of counties and was referred to as the Chicago Road. Like most of Michigan's other early roads, it followed an Indian trail known as the Sauk Trail.

Congress authorized construction of the Chicago Road in 1824, and surveys were started in 1825. It took ten years to build, and in 1835 two stage coaches a week made the round trip from Detroit to Chicago.

In 1829, Congress authorized a second road across Michigan called Territorial Road. It branched off the Chicago Road at Dearborn and passed through Ann Arbor, Jackson, Battle Creek and Kalamazoo to St. Joseph where travelers could make connection to Chicago by steamboat.

The trip from Detroit to Chicago on Territorial Road and steamboat took about five days --- in good weather. Today, by motor car and Interstate Highway Route 94 which follows close to the original alignment of Territorial Road to St. Joseph then south through Indiana and Illinois to Chicago, takes about five hours.

Territorial Road followed the general alignment of another Indian Trail --- the St. Joseph Trail. It was also known as the Washtenaw Trail.

- - P L A N K   R O A D S - -

No other state had more miles of plank road than Michigan. Plank roads were proposed as a solution for the transportation problem at a time when railroads were in their infancy. The companies that were chartered to build turnpikes in Michigan had an abundant supply of timber along every right of way, and consequently the favorite type of construction here was the plank road. This type of road was designed to be smoother. The roadway was graded, longitudinal stringers were laid down, and across them were placed rough-sawn planks usually three inches thick and twelve to sixteen feet long. Not infrequently the planks were laid directly on the earth. Under the best of conditions the plank road was an excellent highway, but those conditions seldom continued for long. The planks soon began to rot. Often they warped badly so that the ends of the planks would be a foot or more above the soil, and when one team passed another team one of them had to remain standing while the other passed because of the tilting of the crooked planks.

The General Plank-Road Act No. 62 was passed in 1848. Under this act, charters to run sixty years, were granted to all applicants. Many roads were at once incorporated that never went into operation.

None of the companies had any experience in plank-road building, but it was conceded where oak plank could be had, none other was to be used; how the planks were to be laid, and how best secured to their places, was another question. The Detroit and Howell Company was the pioneer in experiments. An excavation four inches deep and eight inches wide was made in the roadway, four stringers of 4 x 4 pine were laid lengthwise, and across these, three-inch planks were placed. The evil consequences were manifold. The space underneath was at once filled with muddy water which splashed up on horses, vehicles, and passengers, and the sleepers soon decayed.

For several years after the removal of the state capitol to Lansing, a plank road was the only means of rapid transportation between the capital city and Detroit. The first division of this highway was the fifty mile stretch from Detroit to Howell. The same interests that owned this road acquired control of another company which extended the plank road from Howell to Lansing, and by 1852 the only obstructions to continuous travel between the two cities were seven toll gates located as follows:

- No. 1, a mile east of Lansing
- No. 2, two miles west of Okemos Village
- No. 3, at Red Cedar Bridge, ten miles east of Lansing
- No. 4, at Leroy Village
- No. 5, near Fowlerville
- No. 6, between Fowlerville and Howell
- No. 7, at Howell

The road connected at Ionia and Grand Rapids with boats on Grand River, and at Grand Haven with steamers on Lake Michigan. The Road was comparatively profitable and was maintained as a plank road until about 1866; when the company procured an act of Legislation authorizing them to change the road to a gravel turnpike.

The old plank road followed substantially the Territorial and State Road for the entire distance, passing through Redford, in Wayne County; Farmington, Novi, and Lyons in Oakland County; Brighton, Howell, and Fowlerville in Livingston County; Webberville, Williamston, and Okemos in Ingham County. The total distance between Detroit and Lansing was about eighty-five miles.

The plank road was built by private companies, and for many years maintained by private companies. It was not a public highway, though many of the old plank road routes were later incorporated in the township or county road systems. After the military trails, these companies chartered by the State built the first improved highways. The companies had the alternative of substituting gravel for plank; and in this way, while the plank surfacing disappeared for the most part in the years following the Civil War, many of them continued to be improved turnpikes under private ownership until the end of the century, and not infrequently the term plank road was applied to them long after the last plank had been worn out by passing traffic.

#### THE FIRST IN PORTLAND CEMENT CONCRETE

Credit for surfacing of the first complete mile unit in a rural public road in the United States with Portland cement concrete pavement is generally credited to Wayne County, Michigan. Construction work on this one mile unit, from Six Mile Road to Seven Mile Road on Woodward Avenue, was begun on April 20, 1909, and was opened to public travel on July 4, 1909.

This road was constructed 17 feet 8 inches wide, with shoulders on each side, making the width 26 feet over-all at its narrowest point. "The total cost of the road, including administrative expenses, was \$13,534.59".

The city of Windsor, Ontario, Canada was the first municipality in North America to pave streets extensively with Portland Cement Concrete, 32,000 square yards having been laid in 1907. The first concrete street, however, in the Western Hemisphere consisted of a 10-foot strip, 200 feet long, on the west side of Main Street in the city of Bellefontaine, Ohio, and was surfaced in 1891.

The earliest Portland cement concrete pavement is attributed to Inverness, Scotland, and was constructed in 1865.



The first pavement on a county road constructed of Portland Cement Concrete was an 11 mile section of road opened to traffic on October 10, 1908, on private right-of-way owned by the Long Island Motor Parkway Company as a race course for the William K. Vanderbilt, Jr., Automobile Cup Race.

## HIGHWAYS OF THE PAST

### The Oldest Road in the World (In Use from 4,500 B.C. to 323 B.C.)

The oldest long distance highway on record was named, "The Royal Road" by the Persians after their conquest of Mesopotamia in the six century B.C.

The highway began at Susa, situated on the river Choaspes which flows into the Persian Gulf, thence westward across southwest Asia and Asia Minor between the Persian Gulf and the Mediterranean Sea, to its termini at Ephesus, a great port dominating the west coast of Asia Minor on the Mediterranean Sea. The total distance of the road was about 1,755 miles.

The travel time from end to end of the Royal Road according to Herodotus a writer of history in about 457 B.C., was three months and three days, an average journey of nearly nineteen miles a day.

## THE LONGEST ROAD ON EARTH TO DATE

Throughout all the millenniums of the past, the Longest Road On Earth, which reached its zenith in the second century A.D., was the ancient east-west route from Cathay (China) to Hispania (Spain), a distance of more than 8,000 miles, and at times reached an altitude of more than 14,000 feet above sea level. This great road was situated near the thirty-seventh degree of the north latitude and traversed more than one-third of the globe.

### "THE APPIAN WAY"

The Roman Via Appia, called the Appian Way in English, is the most famous road ever built in any age or climate. It began in Rome and extended southeasterly through Terracina, Capua, Beneventum, Venusia, Tarentum, Brundisium, and thence to its termini at the seaport of Hydruntum at the heel of the Italian Peninsula. The total distance from Rome to Via Appian's terminus at Hydruntum was 412 English miles. The Appian Way's prestige has continued to grow with each succeeding century because of the excellence and

durability of its original construction. Ordered laid out in 312 B.C., by the censor Appius Claudius, it was built by stage, construction methods; first by excavating a trench in the natural soil down to solid foundation. It was then covered with a light bedding of sand or mortar upon which were laid four main courses: (1) the statumen layer of large flat stones 10 to 24 inches in thickness; (2) next the rudus course of smaller stones mixed with lime, some 9 inches thick; (3) the nucleus layer, about one foot thick, consisting of small gravel and coarse sand mixed with hot lime; and (4) on this fresh mortar was placed the summa crusta, or wearing surface, of flint-like lava, about 6 inches deep.

The total thickness of the four courses varied from three to five feet. The over-all width was thirty-five English feet, of which the two-way, central lane was fifteen-and-a-half feet in width, flanked by curbs two feet wide by eighteen inches high.

**HISTORICAL BACKGROUND**

**HOW MICHIGAN COUNTIES WERE NAMED**

## HISTORY OF COUNTY NAMES

There are at present eighty-three counties in the state, of which thirty-two have names of Indian origin, twenty-nine are names for individuals, sixteen take their names from natural objects, rivers, etc., and six have names intended to be of a descriptive character. During the history of the state four counties have been laid out and after a more or less fitful career have disappeared: Washington, Wyandotte, Manitou and Isle Royale. The secretary of the Northwest Territory laid out and named one county, Governor Cass named eleven counties. Governor Cass and his legislative council twenty-seven counties, and the legislature of the state forty-eight counties.

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## HISTORY OF COUNTY NAMES

### History and Meaning of the County Names in Michigan

The origins of Michigan County names presents a subject both interesting to research and difficult to determine. Due largely to the fact that early Governors, legislative councils, or state legislatures, when laying out and naming a county, did not see fit to indicate motives in assigning a certain name to a county or to note the historical significance of names selected. It is therefore, frequently difficult and sometimes impossible to determine with absolute certainty, the origin of names that Michigan's eighty-three counties now bear.

When the name of a county is of Indian origin, the meaning is frequently doubtful, due to the difficulty in reproducing in English the sounds uttered by the Indians. Thus, in repeating a word to an Indian for translation, a slight difference in sound might indicate an entirely different meaning from the one belonging to the original word. This is one probable explanation of the widely differing meanings which have been given to the Indian names of some counties.

Henry Rowe Schoolcraft who was appointed Indian agent for the Indians of the Great Lakes in 1822, became definitely identified with Michigan and will be forever associated with researches in all matters connected with the Indians of the area. He gave considerable attention to the idea of providing names of Indian origin when naming new counties in Michigan and worked out quite a complete plan that included taking the Indian roots and termination with the necessary consonants for euphony, and varying the combinations, he could produce a large number of words of pleasing sound and of descriptive character.

Michigan's first county was Wayne, initiated on August 15, 1796, by the Secretary of the Northwest Territory, Major Winthrop Sargent. In 1813, Louis Cass was appointed Governor, and from 1817 through 1823 he laid out, established and named eleven new counties. On December 26, 1826, Governor Cass and his legislative council established the county of Chippewa. Three years later on October 29, 1829, the legislative council established twelve new counties. They were named Jackson, Barry, Berrien, Branch, Calhoun, Cass Eaton, Ingham, Van Buren, Hillsdale, Kalamazoo, and St. Joseph. It does not require much knowledge of political history to determine the political affiliation of the legislative body which would name eight of its new counties after the Democratic President, Andrew Jackson, and his cabinet members. It could be regretted that men of so little permanent national or state reputation as most of these, should be so commemorated. The legislative council established the remainder of the state south of Town 13 north into twelve more new counties on March 2, 1831. In 1833 and 1835 the legislative council established and named two more new counties.

The State Legislature of 1840 laid out and named twenty-eight new counties, and all but one were of Indian origin. Evidently all of the names did not meet with the approval of the 1843 legislature for they changed the names of sixteen counties, of which five were names of Irish origin. The changes for the most part were not desirable ones. The original Indian names, generally those of chiefs who were connected with early Michigan history were changed and names of no local significance substituted.

In the following years 1844-1891, the State Legislature laid out and named sixteen more new counties of which Dickinson was the last to be named.

There are at present eighty-three counties in Michigan, of which thirty-two have names of Indian origin, twenty-nine are named for individuals, sixteen take their names from natural objects, rivers, lakes, trees, etc., and six have names intended to be of a descriptive character.

The Secretary of the Northwest Territory laid out and named one county, Governor Cass named eleven counties, Governor Cass and his legislative council named twenty-seven counties, and the State Legislature named forty-four counties.

- ALCONA** - Alcona County was first named Negwegon, after a well known Chippewa chief who was a firm friend of the Americans in their conflict with the British. He was known also as Wing or Little Wing, the translation of his name. Alcona was undoubtedly a word manufactured according to the Schoolcraft formula in which "al" is the Arabic for "the". "Co" is the root of a word meaning plain or prairie. "Na" is a termination meaning "excellence"; hence, the entire word has the meaning "the fine or excellent plain". Organized in 1869.
- ALGER** - Alger County was named for the Honorable Russell A. Alger, Governor of the State in 1885-86, and who subsequently was Secretary of War under President McKinley. He was also a U. S. Senator. Organized in 1885.
- ALLEGAN** - The meaning of this name which is one of those suggested by Schoolcraft is not entirely certain. It seems probable that it was named from the ancient Indian tribe whose name was sometimes spelled Allegans. Organized in 1835.
- ALPENA** - Alpena County was originally named Anamickee in honor of a Chippewa Chief who signed the treaty of 1826. The present name (Alpena) was manufactured by Schoolcraft from the Arabic "al" meaning "the", and either "pinai", meaning "partridge", or "penaissee", meaning "bird". Organized in 1857.
- ANTRIM** - Antrim County was originally named Meegisee in honor of a Chippewa Chief who signed the treaties of 1821 and 1826. The meaning of the word is "eagle". The present name was one of the five Irish names to which reference has been made, and is taken from that of a county in the northeastern part of Ireland. Organized in 1863.
- ARENAC** - Arenac County was laid out in 1831, and in 1883 was re-established with its present limits. The name was manufactured by Schoolcraft. The syllable "ac" is derived from "auk", or "akke", which mean land or earth, and Arenac is compounded from the Latin "arena", meaning a place of combat. Since such places are sanded, Arenac therefore means sandy place. Organized in 1883.
- BARAGA** - The name of Baraga County commemorates one of northern Michigan's great religious workers, Father Frederick Baraga, who became the first Catholic Bishop of Marquette. Bishop Baraga established the Indian missions at L'Anse and Lac Vieux Desert, reduced the Chippewa language to writing and compiled the Chippewa dictionary and rules of grammar. Organized in 1875.
- BARRY** - Barry County was named for the Honorable William T. Barry, Postmaster General under Andrew Jackson. Organized 1839.

- BAY** - Bay County obtained its name because it encircles Saginaw Bay. Organized in 1857.
- BENZIE** - Name of Benzie County derived from principal river which was called by the French "Riviera aux-Bec-Scies". Through the years this became "Betsie River". However, it is possible the root of the name came from the settlement of Benzonia. Organized in 1869.
- BERRIEN** - Berrien County was named for the Honorable John M. Berrien, Attorney General under President Andrew Jackson. Organized in 1831.
- BRANCH** - Honorable John Branch, Secretary of the Navy under President Andrew Jackson, was honored in the naming of this county. Organized in 1833.
- CALHOUN** - Named for the Honorable John C. Calhoun, Secretary of War under President James Monroe, who served from 1817-1825, when he became the seventh Vice President of the United States under John Quincy Adams and Andrew Jackson. He resigned as Vice President December 28, 1832 to become U.S. Senator. Organized 1833.
- CASS** - Cass County was named in honor of Lewis Cass. He was appointed military and civil governor of Michigan Territory by President James Madison in 1813, and served until 1831, when he resigned as governor to become Secretary of State in Washington under President Andrew Jackson. Organized in 1829.
- CHARLEVOIX** - Charlevoix County had as its original name "Keshkauko", who was a leading chief of the Saginaw Chippewas and as such signed the Indian treaty of 1810. The present name was given in honor of Pierre Francois Xavier de Charlevoix, the French Jesuit missionary, traveler and historian. Born in 1682, he came to Canada in 1705, and made extensive travels up the St. Lawrence, through the Great Lakes and down the Mississippi in 1721. Organized in 1869.
- CHEBOYGAN** - Cheboygan County is named from the river of the same name and has had nearly as many meanings ascribed to it as it has letters. Haines says it is derived from "Chi" (abbreviation of Kitchi), meaning great, and "poygan", pipe. But another derivation giving the same meaning and more in consonance with the French form of the name of the river, is "Kichibwagan". Schoolcraft derives the name from a combination meaning a river or water pass from lake to lake, which would be extremely appropriate for the Michigan river. There is one derivation which should not be omitted. An old chief who had several daughters, but no son, upon being congratulated upon the arrival of another daughter, ejaculated with the greatest disgust "She-boy-gin" and strode from the place. And when a town sprang up there, it was called by common consent "Sheboygan". Organized in 1853.



- CHIPPEWA** - The name, Chippewa was taken from the Chippewa or Ojibwa Indians, the largest of the Algonquin tribes, and who had from immemorial times dwelt around Lake Superior and also spread over the lower peninsula. The naming of the county for them was very appropriate. The form Chippewa is an adaptation of Ojibwa, which means "to roast till puckered up", referring to the puckered seam on their moccasins or to the custom of these Indians to torture by fire their captured enemies; other meanings ascribed to the word are, "he who wears puckered shoes"; also "he surmounts obstacles". Organized in 1843.
- CLARE** - Clare County had as its original name "Kaykakee". The latter word is Chippewa, meaning "pigeon hawk", and was the name of a chief from the Sault referred to in the Treaty of 1826. Clare was another of the Irish names substituted in 1843, and was taken from a county in the western part of Ireland. Organized in 1871.
- CLINTON** - Clinton County was named in honor of DeWitt Clinton, through whose efforts the Erie canal had been built, which was of great effect upon the fortunes of Michigan, and who had died in 1828. This was not the first act by which Michigan had publicly expressed its appreciation of Clinton's work. In 1824, the legislative council changed to Clinton the name of the river running through Macomb County and entering Lake St. Clair, and which prior to that time had borne the name of Huron River. Organized in 1839.
- CRAWFORD** - Crawford County was originally named "Shawono", from a noted Chippewa Chief who lived many years at the Sault. The word Shawono means southerner. To the legislature of 1843 which made these changes in the names, there was presented a memorial, requesting that if changes in names were made, one of the counties should receive the name of Crawford. The petition was granted. Whether the renaming of the county was intended to perpetuate the name of Colonel William Crawford, who was captured by the Indians and burned at the stake near Upper Sandusky in 1782, is now rather difficult to determine. The original petition has not been preserved. Organized in 1879.
- DELTA** - Delta County, as originally laid out, included not only the present county of that name, but also Menominee and part of Dickinson, Marquette and Iron Counties, giving it the shape of an isosceles triangle; in other words, the form of the Greek letter, Delta, which thus explains its name. The present form of the county, which has been greatly changed from the original, gives no indication of the appropriateness of the name when originally given. Organized in 1861.

- DICKINSON - Dickinson County was named for the Honorable Donald M. Dickinson, Postmaster General under President Grover Cleveland. Organized in 1891.
- EATON - Eaton County was named for the Honorable John H. Eaton, Secretary of War under President Andrew Jackson. Organized in 1837.
- EMMET - Emmet County was named for Robert Emmet, an Irish patriot, who left Dublin, Ireland in 1798 for inciting rebellion; originally named Tonedagana after an Ottawa Indian Chief. Organized in 1853.
- GENESEE - Genesee County is derived from the Seneca Je-nis-hi-yeh, meaning beautiful valley. The bill to lay out the county provided it with the name of Grand Blanc but before its final passage it was changed. Organized in 1836.
- GLADWIN - Gladwin County was named in honor of Major Henry Gladwin, who was in command of the fort at Detroit during its memorable siege by Pontiac in 1763-64, and who for his gallant defense was promoted to lieutenant-colonel. Organized in 1875.
- GOGEBIC - Gogebic County was named for a lake in the territory called Agogebic, which is variously translated as "smooth rock", "little fish", "rocky", or "rocky shore". Another derivation is from Gugwageebic, "place of diving", while others are from Gogeebing, "dividing lake", and again, "a body of water hanging high". One authority gives the word as meaning "root under which the porcupine hides", or "nest of the porcupines". In view of the fact that in Chippewa the syllable "bic" means "rock", it seems probably that the meaning connected with rock is the correct one. Baraga in his dictionary gives "ajibik", meaning "rock". Organized in 1887.
- GRAND TRAVERSE - Grand Traverse County was in 1840 named Omeena, the change to the present name being made in 1851 and 1853. The Indian name means "the point beyond" and would have reference to the narrow peninsula jutting up into Grand Traverse Bay. Grand Traverse County takes its name from the bay upon which it borders, and was named by the French, in the early fur trading days, who described the nine-mile Voyageur trail across the foot of Grand Traverse Bay as la grand traverse or "the long crossing." Organized in 1865.
- GRATIOT - Gratiot County was named for Charles Gratiot, who as captain and engineer, built in 1814 Fort Gratiot, at the head of the St. Clair River. He was born in 1788, was graduated from West Point and from second lieutenant in 1806, rose through intermediate positions to be brevet brigadier-general in 1828. His rise was evidently due to his ability, having served with distinction in the war of 1812. Organized in 1855.

- HILLSDALE** - Hillsdale County has a descriptive name, and is fairly appropriate, the surface being rolling, originally well timbered, and the combination in the name of the hills and dales is a pleasing one. At one time a petition was sent to a legislative council to change the name to Washington, but to no effect. Organized in 1835.
- HOUGHTON** - The name of Houghton County honors a great Michigan pioneer scientist, Dr. Douglas Houghton. A physician, teacher and scholar, he also was Michigan's first state geologist, and in 1841, the first to write authoritatively of the upper peninsula's copper and iron wealth. Organized in 1846 and reorganized in 1848.
- HURON** - Huron County was so named for the lake bordering on the north, east and west, and the lake in turn was so called because the Jesuit fathers found the Indians whom they called Hurons, living on the east and south of the lake around Georgian Bay. Organized in 1859.
- INGHAM** - Ingham County was named for the Honorable Samuel D. Ingham, Secretary of the Treasury under President Andrew Jackson. Organized in 1838.
- IONIA** - Ionia County was named for a province in ancient Greece. The first settlement began in 1833 when Samuel Dexter bought Indian rights to the site for the city of Ionia, and brought a group of New Yorkers to make five Indian bark wigwams their first homes. County name may also have come from New York. Organized in 1837.
- IOSCO** - Iosco County was first named Kanotin. The latter name was that of an Ottawa Chief referred to in the treaty of 1836 as living in the Grand River district. His name may be derived from the Chippewa word meaning "wind", and it is difficult to see any reason for discarding this pleasing, euphonious name. Iosco was apparently a favorite name with Schoolcraft. In one place in his writings he says Iosco means water of light. Organized in 1857.
- IRON** - The mineral deposits in the county served as the reason for this name. Organized in 1885.
- ISABELLA** - Isabella County took its name (proposed by Schoolcraft) from Queen Isabella of Spain under whose favoring auspices Columbus undertook his voyages in 1492. Organized in 1859.
- JACKSON** - Jackson County was named for Andrew Jackson, the seventh President of the United States. Born on March 15, 1767 at Wax Haw, South Carolina. Died at his home, the "Hermitage", near Nashville, Tennessee on June 8, 1845. Organized in 1832.

- KALAMAZOO** - Kalamazoo County was named for the river, which at that time bore the name Ke-Kala-mazoo. The Indian form of the word was probably Ke-Ken-a-ma-zoo. The meaning of the Indian word, Kekenamazoo, is variously interpreted--bright sparkling water, boiling kettle (from the eddying waters), boiling water, beautiful water, and stones like otters. Organized in 1830.
- KALKASKA** - Kalkaska County was originally named Wabassee after a Potawatomie chief who signed the treaty of 1821, and the word itself means "swan". Kalkaska was spelled in the act of 1843, "Kalcasca", and its probable derivation is from the Chippewa and means "burned over". It is, however, possible that it is a Schoolcraft manufactured word. Organized in 1871.
- KENT** - Kent County was named in honor of James Kent, who was then, at the age of sixty-eight, in the height of his reputation as commentator and expounder of the principles of American law. In the controversy over the south line of the State in 1836-37, Chancellor Kent was employed by the State as counsel to determine whether Michigan had any rights which could be enforced in the courts. Organized in 1836.
- KEWEENAW** - Keweenaw is an Indian word. The generally accepted derivation is from Ki-wi-wai-ni-ning, meaning a portage or place where a portage is made. Organized in 1861.
- LAKE** - Lake County was first named Aishcum, for a well known Potawatomie chief who was a party to all the treaties with the United States in behalf of his people from 1818 to 1836. The word in Chippewa would mean increasing, more and more, going farther. The name Lake is peculiarly inappropriate to this county as it is an inland county, and contains but few lakes and none of any size. Organized in 1871.
- LAPEER** - Lapeer County includes a good part of the river now known as Flint. The Indian name of this stream was Pe-wan-a-go-wing, meaning flint, or flint stones. Louis Campau, who lived in the Saginaw Valley from 1815 to 1826 and was a prominent fur trader with the Indians of the area, said that when they called it Flint they meant what the French called Lapeer--in other words, La Pierre. Governor Cass, in naming the county, took the most prominent natural feature in it, in this case the river, and gave the French instead of the Indian or English name. Organized in 1835.
- LEELANAU** - Leelanau County was named after a Chippewa girl and means "delight of life". It appeared in one of the Indian tales of Henry R. Schoolcraft, woven around Sleeping Bear Point and the famous dunes of that name. Organized in 1863.
- LENAWEE** - Lenawee is of Indian derivation, either from the Delaware "leno", meaning man, or in the Shawnee form, "Lenawai", having the same general meaning though sometimes limited to the Indian. In the original proclamation, and in all the territorial laws, the word is spelled "Lenawe", but on Michigan becoming a State, another "e" was added in legislative enactments relating to the county. Organized in 1826.

- LIVINGSTON - Livingston County was named for the Honorable Edward Livingston, Secretary of State under President Andrew Jackson. Organized in 1836.
- LUCE - Luce County was named for Honorable Cyrass G. Luce, Governor of Michigan from 1887 to 1890. Organized in 1887.
- MACKINAC - On October 26, 1818, Governor Louis Cass established the county of Michilimackinac, which included all of the lower peninsula north of base line and west of the Indian Treaty line of 1807, and a portion of the upper peninsula. The name Michilimackinac is first found in the Jesuit Relation of 1669-70, where reference is made to "a large island". The most reasonable authority is that it is derived from the name given by the Ottawas and Chippewas in memory of a small independent tribe, Mishinimaki, who in ancient times occupied the area and were confederated with them. There is no record of formal action by legislature changing the original full name, but from early as 1819, the name has been spelled in legislative proceedings with bewildering inconsistency Mackinaw and Mackinac. Organized as Mackinac in 1849.
- MACOMB - On January 15, 1818, Governor Louis Cass issued his proclamation to create a new county, and named the county in honor of his friend General Alexander Macomb. Born in Detroit, Michigan April 3, 1782. On January 10, 1799, at the age of seventeen, he entered the army in New York. He became Brevet Major General September 11, 1814, for distinguished and gallant conduct in defeating the enemy at Plattsburg, New York. President Andrew Jackson appointed Macomb, Major General and Commander-in-Chief of the army in May, 1828, and served until his death June 25, 1841. Organized in 1822.
- MANISTEE - Name taken from the principal river of the county, the "Manistee", thought to be an Indian word for red ochre which they used to decorate their faces and bodies. Organized in 1855.
- MARQUETTE - The name honors Father Jacques Marquette, a Jesuit missionary born in France in 1637. He established a permanent French settlement at Sault Ste. Marie in 1668, now the oldest city in Michigan, and also founded St. Ignace in 1671. Left St. Ignace with Louis Joliet in 1673, and made their famous expedition down the Mississippi. Father Jacques Marquette died near Ludington, Michigan, in 1675 on their return trip to St. Ignace. Organized in 1848.
- MASON - Name honors Steven T. Mason, first Governor of the State of Michigan under the Constitution of 1835, and served from 1835 to 1840. Original county name was Notipekago, an Indian word meaning "river with heads of sticks", applied by the Indians, to Pere Marquette River which empties into Lake Michigan at Ludington. Organized in 1855.

- MECOSTA** - Mecosta County bears the name of a Potawatomi Indian, Chief Mecosta, who's name is said to mean "bear cub". He was the signer of the Washington Treaty of 1836. Organized in 1859.
- MENOMINEE** - The present name was taken from the Menominee River, which in turn derives its name from the Menominee Indians, who lived in that vicinity for over two centuries, before their final removal to a reservation in 1850. They were an Algonquin nation related to the Chippewa, and the word is derived from menomin, meaning "good grain", the Chippewa name of the wild rice which grew and thrived in that vicinity and was their chief vegetable food. Organized under the name of Bleeker in 1861, and reorganized as Menominee in 1863.
- MIDLAND** - Midland County is located not far from the geographical center of the Lower Peninsula and thus was named. Organized in 1850.
- MISSAUKEE** - Missaukee County was named for a prominent Ottawa Indian Chief of that region and signer of treaties of 1831 and 1833, who was better known as Nesaukee, which is thought to mean "large mouth of river". Organized in 1871.
- MONROE** - James Monroe, the fifth President of the United States, arrived in Detroit August 13, 1817, for a five day visit, and in honor of the President's visit Governor Louis Cass established and named the county of Monroe. James Monroe was born April 28, 1758, in Westmoreland County, Virginia. Died in New York July 4, 1831, at the age of 73. Organized in 1822.
- MONTCALM** - Name honors the great French General Marquis Louis Joseph de Montcalm, born in 1712 and died in the defense of Quebec in 1759. Organized in 1835.
- MONTMORENCY** - Montmorency County was originally named Cheonoquet for a Chippewa Chief who was a party to the Indian treaties of 1807, 1815, 1825 and 1837, his name meaning "big cloud". It is uncertain whom the name Montmorency was intended to commemorate. There was a Duke of Montmorency, High Admiral of France, who, in 1620, bought the lieutenant-generalship of Canada. There was also a de Laval-Montmorency or Montmorency-Laval, the first Roman Catholic Bishop of Canada. Organized in 1881.
- MUSKEGON** - Muskegon County was named for its principal river. The word undoubtedly is Chippewa and means "swamp" or "marsh" although one authority says it means "tamarack". Organized in 1859.
- NEWAYGO** - Newaygo County was probably named for a Chippewa Chief who signed the Saginaw treaty of 1819. Some authorities give the meaning of the word as "much water", while another gives it as meaning "wing". Organized in 1851.
- OAKLAND** - The prevalence of the mighty Oak trees in the area was the reason for this naming. Organized in 1820.

- OCEANA - Oceana County derives its name because of its proximity to Lake Michigan and its many miles of beaches. Organized in 1855.
- OGEMAW - Ogemaw County takes its name from the Chippewa word for "chief". One of the leading Saginaw chiefs for many years and who signed the treaty of 1819 was called Ogemaw-ki-keto, chief or head speaker. Organized in 1873, and reorganized in 1875.
- ONTONAGON - Ontonagon County was originally much larger than at present, and also included Isle Royale. It took its name from the river of the same name, emptying into Lake Superior. Various derivations and meanings are given for the name; one is that it derives from Nundnorgan, "hunting river". Another meaning is "lost dish", from Nindonogan. Another derivation is from a Chippewa word meaning "fishing place". Organized in 1846, reorganized in 1848, and legalized by Legislature in 1853.
- OSCEOLA - Osceola County was originally named Unwattin. The latter was the name of an Ottawa chief, as such a one is referred to in the treaty of 1836. Why such a name taken from an Indian chief of Michigan should be changed to Osceola, the name of a Seminole chief from Florida, even though the latter had a national prominence and his unfortunate experience with the whites and unhappy death in 1838 were then fresh in the mind, is difficult to see. The name Osceola is said by some authorities to mean "black drink". Organized in 1869.
- OSCODA - Oscoda County has a name of Schoolcraft manufacture, meaning "pebbly prairie" from "os" for "ossin", stone or pebble, and "coda" from "muskoda", prairie. Organized in 1881.
- OTSEGO - Otsego County was at first named Okkuddo. The earlier name is said to mean "sickly", but no chief or prominent person of that name is known. The present name was taken from Otsego County and Lake in New York. This would be a Mohawk Iroquois word meaning "clear water". Organized in 1875.
- OTTAWA - Ottawa County was named for a tribe of Indians which was most numerous in northern and western parts of the Lower Peninsula. The meaning of the name is generally said to be trading or traders; however, the Hurons called them Ondatahouats from "ondata", "wood" or "forest", thus meaning "people of the forest". Organized in 1837.
- PRESQUE ISLE - This is a derivation of the French meaning "Narrow Peninsula" or "almost an island". Organized in 1871.
- ROSCOMMON - Roscommon County was another of the Irish changes from Mikenauk, the name the county first bore, and certainly not a change for the better. Mikenauk was an Ottawa chief, his name meaning "turtle", who is referred to in the Indian treaty of 1836. Roscommon is a county in the central part of Ireland. Organized in 1875.

- SAGINAW** - Saginaw County took its name from the river and bay of that name. The most commonly accepted derivation is from the Chippewa "sak-e-nong", or place of the Sacs, having reference to the story that a tribe of Sacs lived at the mouth of the Saginaw River. Organized in 1875.
- SANILAC** - Sanilac, according to Wyandot traditions, was the name of a chief who took an active part in the early wars between the Iroquois and Wyandots. Organized in 1848.
- SCHOOLCRAFT** - Schoolcraft County was named in honor of Henry Rowe Schoolcraft, who was a resident of the State from 1820 to 1842, and whose name will be forever associated with the researches in all matters connected with the Indians of the United States. He was also a member of the Territorial Council of Michigan. Organized in 1846.
- SHIAWASSEE** - Shiawassee County was named for the river which extends through the county and divides it nearly equally, and derives its name from an Indian word meaning "river that twists about". Organized in 1837.
- ST. CLAIR** - In August 1679, LaSalle and his company, on their memorable trip from the Niagara river in the "Griffin", entered Lake St. Clair, and as that happened to be the festal day of Santa Clara, or, in the French form, Sainte Claire, he gave her name to the lake. On March 28, 1820, Governor Cass, acting upon a petition presented to him in the summer of 1819, issued his proclamation setting off and naming the county of St. Clair. The name may have been taken from the lake and river of that name or it may have been named to honor General Arthur St. Clair, the first governor of the Northwest Territory. Organized in 1821.
- ST. JOSEPH** - St. Joseph County was named after the river that bisects the county. The river was named in honor of the patron saint of New France. LaSalle, in 1670, had named the river Miamis for the Indian Tribe there. Organized in 1829.
- TUSCOLA** - Tuscola County bears in its name evidence of Schoolcraft's handiwork. The meaning is not absolutely certain as in one place Schoolcraft gives the word with the meaning "warrior prairie", and in another he derives it from words or roots meaning "level lands". Organized in 1850.
- VAN BUREN** - Van Buren County was created in 1829, and named for the Hon. Martin Van Buren, then Secretary of State, who was subsequently the 8th President of the United States, serving from 1837 to 1841. Born December 5, 1782, at Kinderhook, New York. Died at Kinderhook, New York, July 24, 1862, at the age of 80. Organized in 1837.



WASHTENAW

- The Indian name for Grand River in its Chippewa form was Washtenong, and meant the river that is far off, i.e., far in the interior, it being the longest river in the State. The French took the Indian word, translated it into their own language, and called it Grand River. The valley of the Grand River had a considerable Indian population, and they called the region west of Detroit 'Wash-ten-ong', and when Governor Cass laid out this new county just west of Wayne County, he appropriated the general name and called it Wash-tenaw. Organized in 1826, and reorganized in 1829.

WAYNE

- Michigan's first county created in 1796, covered all of the present State of Michigan except the western part of the Upper Peninsula, plus part of northern Ohio and Indiana, and a strip of Illinois and Wisconsin bordering Lake Michigan. Named to honor a Revolutionary War General, General Anthony Wayne, 'Mad Anthony' as he was sometimes called. President George Washington intrusted the command of an army to General Wayne, and on August 20, 1794, he completely defeated a combined force of British and Indians on Michigan soil at the Battle of Fallen Timbers. Existing county organized in 1815.

WEXFORD

- Wexford County was originally named Kautawabet, and is the last of the Irish changes. The original name was that of a chief of some prominence from Sandy Lake, who signed the treaty of 1825. His name signifies 'broken tooth'. Wexford is the name of a county in the southeastern part of Ireland. Organized in 1869.

**MICHIGAN'S  
LIGHTHOUSES**

## LIGHTHOUSES DOT MICHIGAN'S SHORES

Standing tall and silent, often lonely, 75 lighthouses guard Michigan waters and the state's 3,000 miles of shoreline, warning sailors with their lights while attracting tourists with their picturesque beauty.

Of Michigan's lighthouses, 48 are on shore or close enough to be seen by the motorist.

For the benefit of those planning trips about the state this summer, Jerry E. Fisher, Automobile Club of Michigan touring manager, has pinpointed the locations of lighthouses in both peninsulas that can be viewed by tourists, together with the main roads that lead to them.

A tour to all would cover 2,284 miles, but probably most persons will want to visit only those in certain areas. Some lighthouses can be approached only by winding, dirt roads and sometimes the surrounding area is restricted. Some are now owned by the state or private individuals.

Forty of the state's lighthouses are still manned. Automation has come to the rest and probably the time is not far off when all stations will be automatically controlled.

The first lighthouse in Michigan was Fort Gratiot, just north of Port Huron's Blue Water Bridge. The present tower, of brick, was built in 1861. The tower is 86 feet high and displays a flashing green light visible for 17 miles.

The Detroit area has three lighthouses, two of them at Belle Isle. The Belle Isle light, at the southeastern tip of the island, was the only Belle Isle light for navigation between 1882 and 1930, when the Livingstone Memorial Lighthouse was built at the eastern tip on reclaimed land facing Lake St. Clair.

The only marble lighthouse in the country, it also is the only one dedicated to an individual. It honors William Livingstone, for nearly a quarter of a century president of the Lake Carriers Association. Members and citizens subscribed the \$100,000 cost and presented it to the government. The flashing white light from its 58-foot tower is visible 15 miles.

Just north of Alpena is the privately owned Old Presque Isle Lighthouse, dating back from 1838. It is owned by Francis B. Stebbins of Lansing who turned it into a museum and makes a small admission charge.

The Old Mackinac Point Lighthouse, built in 1892, lost out when the Mackinac Bridge was completed. The lighthouse was decommissioned in 1957 and turned over to the state for a historical museum and recreation area.

On the western shoreline is the Mission Point Lighthouse, about 15 miles north of Traverse City. Now a public park, it is situated on the 45th parallel, equidistant between the equator and the North Pole.

Another colorful structure is the Sand Hills Light at Five Mile Point on the southern Lake Superior shore of the Keweenaw Peninsula. Used for only 20 years, it was reactivated by the Coast Guard during World War II, closed again in 1954, and is now privately owned. Another, the Eagle River Light, discontinued in 1908, is a few miles away.

Among Michigan's tallest lighthouses are Big and Little Sable south of the Lake Michigan town of Pentwater. Oddly, Little Sable is the taller and also claims distinction of being the last kerosene-powered light on the Great Lakes, being electrified in 1954. Big Sable was commissioned in 1867, seven years before its nearby companion.

Point Betsie Light, north of Frankfort on M-22, was commissioned in 1858, and shipwrecks visible in the waters nearby testify to its need. It is a favorite subject with artists and photographers.

You'll need a boat to see three of Michigan's most spectacular lighthouses. They are Stannard Rock, lying 23 miles southeast of Manitou Island in Lake Superior, farther from shore than any other American lighthouse; Spectacle Reef Lighthouse, 10½ miles from Bois Blanc Island in Lake Huron, the best specimen of monolithic stone masonry in the United States; and Rock of Ages Light, about three miles off the west end of Isle Royale in Lake Superior, the most powerful on the entire Great Lakes.

# Lighthouses

