

CLINTON COUNTY TRAILS

Published Quarterly - June 1992

Volume 7, Number 2

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ANSTEY HOUSE AN OLD LANDMARK

The Clinton Republican
9 May 1901, page 1

A group of old men stood near the corner of Railroad Street and Clinton Avenue a few days ago recalling incidents and conditions of years ago before the days of village councils vs. franchises and many moons before St. Johns had any prospects of becoming the hustling young city it is today. They were watching the taking away of the old Anstey House which has occupied that site so long. There was one old settler there who came to St. Johns in 1847, where nothing could be seen but forest and low land. He told interesting tales of the early life of the pioneer.

When the old building was finally jacked up and moved to the street the natural level of Clinton Avenue could be seen. It had all been filled in to a depth of seven or eight feet.

"This used to be all swamp in here," said one man, "flags, willows and overgrown mosquitos. An old corduroy road used to run along where Spaulding's store is now down to the old Swegles mill. That used to stand where Wood's mill stands now. Only a few years ago, when the sewer was being put through on Higham Street, the old corduroy road was struck when the men were down five or six feet."

Nehemiah Walton came to St. Johns in March, 1856, from New York. His brother, H. W. Walton, came in January preceding. In 1859 the Anstey House was built, called at first the Walton House.

Only the north part was built at first, Mr. Walton, W. H. [sic], used it for a feed store. Two or three years later an addition was placed on the south side, and a restaurant was started there. A few years more and Mr. Walton disposed of the property to Mr. Anstey who started a hotel there naming it the Anstey House. This was among the first hotels in St. Johns.

In spite of the fact that the building has been in existence nearly 50 years, it is still in a fair condition and with a little repair work will be able to go through a whole lot more of the same kind of weather. It has been moved by A. U. Stockwell to the corner of Spring and Higham Streets where it will be remodelled to some extent by Richardson & Potter and used by them for a carpenter shop. ■

PIONEER CERTIFICATES

FOR DESCENDANTS OF NATHAN &
EMALINE (PARKS) CASE

In 1990 Clinton County Pioneer Certificates were granted to Marvel J. **(Scriber) Lippert** and her children Karen D. **(Lippert) Combs** and Kevin L. **Lippert**, descendants of Nathan & Emaline **(Parks) Case**. Florian A. **Lux** claimed these pioneers too and received his certificate.

Mrs. Lippert's father was Hazen F. **Scriber**, b 1 July 1909, son of Ethel **(Case) Scriber**, m Dora D. **Andrews**.

Ethel was b 2 Aug 1890, m Clarence E. **Scriber**, d 4 June 1964. Ethel's father was Henry **CASE**, b 15 July 1870, m Ella Jane **Black**, d 3 Jan 1946. Edward **Case**, b 7 Sept 1837, was the father of Henry. He m Maryette **Parks** 5 Dec 1864, and d 28 Oct 1924. Clinton County pioneers Nathan **Case** & Emaline **Parks** were the parents of Edward.

According to the applications, Nathan **Case** received title to 80 acres in Riley Township on 1 August 1837, emigrating from New York. He and Emaline are buried in South Riley Cemetery, but Wilsey Cemetery is the burial site of other descendants.

Florian A. **Lux** was born 13 Mar 1909 in Osceola County, Michigan, a grandson of Louisa Jane **(Case) Lux**, who was a daughter of the pioneers. Louisa was b 3 Jan 1845, m Joseph F. **Lux** in 1872, and d 30 Dec 1915. Her son, Edward F. **Lux**, [b 8 Apr 1878, m Rosa A. **Birker** 15 Apr 1906, d 13 Nov 1962 is the father of Florian. ■

FOR A DESCENDANT OF JOHN & LOIS (PERKINS) CROSS

Lucille I. **(Ash) Wade** claims pioneers who emigrated from Steuben County, NY, and settled in section 36 of Ovid Township in 1837 as her ancestors. They were John & Lois **(Perkins) Cross**, and their early experiences are described in the 1880 "History of

Shiawassee and Clinton Counties"

He was a farmer and a shoemaker, m
25 Aug 1831 in NY, d 11 Sept 1874 at
Ovid.

Mrs. Wade descends from the
pioneers as follows: Lucille I. **Ash**;
Russell E. & Blanche L. **(Cross) Ash**;
Jerome B. & Sitney A. **(Bennett) Cross**;
Oliver & Roxanna **Cross**; John & Lois
Cross.

The Archives of the CCHS holds
these pioneer certificate applications for
the use of researchers. ■

SHEPARDSVILLE GRADUATING CLASS 1915

District No. 3, Ovid, Shepardsville School

Winifred Aldrich, Earnest Dennis,
Howard Groom, Martha Hebler,
Adelbert Hettinger, Lula Hettinger,
Alice Phelps.

District No. 7, Duplain, Mead School

Glenn Boice, Orlo Mead, Lillian Slepr,
Archie H. Williams.

District No. 5, Bingham, Cramer School

Ruth Burl, Gertrude F. Eisler.

District No. 1, Duplain, Colony School

Lilias Case, Frances Gibson, Lloyd
Rummell, Gladys Tree.

District No. 8, Ovid, Sherburne School

Ferol Davidson.

District No. 3, Duplain, Green School

Harold Devereaux.

District No. 11, Ovid, Jesse School

Tilly Fast.

District No. 3 Frl., Duplain, Little Brick School

Lilas Hayes.

District No. 1, Ovid, Richards School

Agatha Kesby.

District No. 2, Duplain, (Stafford School?)

Stella Northrup, Ella Northrup. ■

MARSHALL SCHOOL 1906-07

DIST. NO. 10 GREENBUSH TWP.

Edna M. Parrish, Teacher
F. E. Pierson, School Officer
F. E. Southworth, School Officer
George Stanlake, School Officer
Pupils: Beulah Babcock, Nelia Babcock,
Lloyd Dell, William Hudson, Thomas
Gannon, Pearl Keener, Florence
Keener, Emory Leland, Emory Ledyard,
Harry Leland, Mamie Madison, Howard
Pierson, Christena Reiser, Iva Reiser,
Floyd Schonzel, George Schmitt, Silas
Southworth. ■

RAYMOND F. LOCHER RECALLS INTERURBAN

Of Olive Twp., Clinton Co., MI -
interviewed 26 August 1981 by Libbie
Spoelma of DeWitt.

I was born on Locher's Crossing on the Locher homestead on May 7th, 1907, and I moved one mile west to the farm where I now reside. The Locher farm is now a centennial farm. The railroad run between two houses and the barns; and my grandfather Edward Locher agreed to give the use of four acres as long as it was used for railroad, providing the railroad would put in a double siding. There were sidings at Merle Beach, and our siding, three in DeWitt which consisted of one at the grain elevator, one at the lumber yard, and one at the livestock yards which was located south of the river.

My father and Varney D. Pierce, better known as "Dub," started the DeWitt Cooperative Livestock Association. Livestock was shipped to Detroit and Buffalo, NY. All kinds of livestock was shipped except horses. Livestock was shipped in the other sidings. Our siding was used to ship baled hay to horse owners in Kentucky and Tennessee. It was also used for carloads of cement, tile, and cedar posts for our farm. Sugar beets were also loaded on the sidings and other sidings in the county for the Michigan Sugar Company at Lansing.

The stockyard was located, which now would be just south of the Consumer's Power unit, which is on the southeast side of DeWitt, just south of the river. There is a Consumer's Power unit there right now. It would be on Webb Road. There were scales. All the livestock was weighed, and it was a cooperative shipping association. The sidings were used for DeWitt grain. Lots of grain was shipped out of the elevator, and the lumber yard was used for a lot of coal and lumber; and other commodities were shipped in.

For years, baked goods, particularly bread, came from the Lawrence Baking Company daily on the passenger train. The bread was packed thirty-five to fifty loaves in large wood boxes. I know, because I worked in a store in DeWitt during 1923-24, and I used to go down and haul this bread up to the store—to supply the store.

There was also a power house at Merle Beach which had the dynamos for the electric current for the trolley; and also mail was taken daily to and from Schwab's Crossing for the Merle Beach post office.

Schwab's Crossing was located two miles north of our crossing or one mile north of Alward Lake. This building still stands and is now occupied by Mr. Art Courtland as a house. The fare for years was eight cents from our home in DeWitt, 26 cents to St. Johns, and 52 cents for Lansing. These are one-way fares. Wood waiting rooms were constructed early in the period. They were

about 10' by 12', of wood, shingled roof, and were built and donated by local people--both the labor and the donations. The railroad put up the electric lights.

Local people used the railroad to go to and from town. Many neighbors used to put horses in our barn and go to the city for a day. When I rode the railroad to DeWitt High School and St. Johns High School, all I had to do was look out of my kitchen window to see the railroad car coming, and then I went out and got on the train.

Some of the motormen for the passenger [train] were Orville Crowner and William Glover. Mr. Glover was known as "Wild Bill" because many times he would let the car go so fast it would jump the rails, and it would have to be put back on the track. Some of the passenger conductors were Victor Williams, Harry Leadley, and Clark Sutton. Mr. Leadley was later associated with the Estes-Leadley Funeral Home in Lansing. Harry was very good to us and a dear friend. Harry daily gave us a paper at 5 p.m. When the interurban would go north at 5 p.m. at night, he would roll a Lansing paper up with a rubber band and give it a throw, and it would come right up to the front porch. I also remember Clark Sutton, the conductor. He would stop the interurban about 50 feet from my mother's kitchen and holler at noon, "Where's my pie?" Mother would take a piece of pie for him and the motorman out, and they would sit there and eat it

and keep the train still for a few minutes until they finished the pie. Other freight motormen were John and Sam Brown, brothers. Mr. Crowner and Mr. Williams were Clinton County natives.

The interurban was a railroad [that] was started sometime in the 1900's; and until about 1907 the steam engine used to go to St. Johns and then back up all the way to Lansing. And my family tells me that they never dared leave the farm because of the buildings, because the steam engine was always starting fires. There was a lot of grass fires that was started, and our one barn wasn't 30 feet from the railroad. My folks have told me there was a large camp when they was building the railroad, and they had a full-time cook, and this was located on the Mayer brothers' farm, 1/2 mile south of our farm. This would be half way between the Clayton's Crossing and Locher's Crossing on the railroad.

There still is a sink hole that can be seen about 1/4 mile south of our farm (which was on our farm and Mr. Mayer's), and they drawed loads and loads of dirt to make this fill.

There was always the freight for years, and sometimes they would have 12 or 14 freight cars in back of the freight [engine]. In fact, when we shipped livestock from the cooperative shipping association, they used to always pick those up right at night when the livestock came in. They wouldn't leave them overnight. They were loaded, and some-times there was three

or four carloads of livestock that had to be taken to Lansing, then diverted over on the other railroads, the Grand Trunk or Detroit-Toledo line.

The freight and passenger trains were separate, had separate motormen. Like I said, the double siding was the siding where you could easily meet. Many times a passenger would meet the freight on our siding. These sidings were like the sidings nowadays, with the Grand Trunk Railway. They had the large levers. On the top was a red light. When the frog (We called it the "frog") put the train into the siding, that was red; and when the switch was shut, that had a green light onto it. So they knew when they came along whether the siding was open or not.

Generally, there was one coach for passengers. It was like the trolley with an overhead; there was no third rail on the Lansing/ St. Johns line. In the Jackson line I think they used the same interurban, and instead of using a trolley, they used a third rail, but the farmers were very much against a third rail in this area on account of livestock.

The freight run on the line till the last thing, I believe in the 1930's. I believe it was in the spring of '30 that the line was discontinued. And the freight run all that time. In fact, they ran more freight at the last.

They used to go every hour. The passenger train would go 7 o'clock in the morning at St. Johns and alternate back at 8 o'clock by our farm and the last one went to Lansing at 10 o'clock at night.

Now, in the later years they didn't run that hour schedule. We used to call it an "hour schedule" because you could go anywheres in about an hour, and a lot of people liked that because they could go to town and get back about any hour of the day. You could get on anytime that I remember without the ticket--without buying a ticket at the depot. They would just take your money anytime. They would only stop at the approximately mile intersections unless it was St. Johns. I think you could get on when they later put the "Y" in it that went down to the end of Clinton Ave. You could get on there or you could get about any block there in town, but otherwise in St. Johns or Lansing, out in the country, you had to go the whole mile.

The depot in DeWitt was located just east of O'Shaughnessey's Chevrolet and the Keck's. It went right along the side of the Keck Appliance Store. It went real close, and just south of the Keck Appliance Store was this waiting room, and at one time it was also the post office. I believe in about 1923 or 1924 it was the post office also. It's the street right by the funeral home and Keck's. It run north and south. It run right along the east side of the present cemetery. The cemetery does own land on the east side, but it run about (which is on the east side) right along the cemetery.

We used to ride along lots of times with Mr. Leadley just for the ride. I also used to ride along in the front when

there wasn't any of the high officials on the train. I used to ride with Mr. Crowner up in the motorman, and he always used to let me blow the whistle for the crossing. They always whistled at every crossing before they got to it. I used to think that was pretty nice to whistle a crossing. I was probably 20 then.

The only thing at the sidings was a little telephone for the train; and at the Schwab's Crossing and at Merle Beach there was a small shed used for horses for the mail. But aside from that, there wasn't any other buildings there. I don't believe that it promoted any [business] on this end. Now it might have on the Lansing end. I don't think it did because there wasn't any stops made unless somebody was out there. They wouldn't stop at a crossing unless you flagged them down or somebody was to get off. They would keep right on a-goin'. They used to sail by our farm because it was a down grade for a mile. They used to take the freight (we shipped in a carload of post), and they used to take the post and put on ten or fifteen cars on the siding and shove the head of the train, and they would go six or seven miles north. They had a man in front with a brake, one of those hand brakes, but they'd shove that down there, and they would go for 6 or 7 miles north of our place—eight or ten cars, just a-whooping down through there. It's a wonder somebody didn't get hurt, but I don't remember ever having an accident.

The only accident I can remember was where it would jump the

rails once in awhile. I don't remember anybody more than getting shaken up, but then nobody got hurt. We had a pair of mules. We had to cross the tracks from the barn. Sometimes those mules were ten or fifteen minutes before they would cross the tracks.

Also, when an ice storm was on, the trolley would shoot fire for miles. The trolley hitting the ice on the trolley line would make a short and would really shoot balls of fire.

For the passengers trains, they would come through with big snow plows, and they were delayed sometimes in the winter with the large snow storms. They used a snow plow on the end of the freight, on the front, just about like our county snow plows—the big county snow plows. Sometimes they were delayed on account of the train jumping the track, but generally when they was running steady, why they run about every hour. You didn't have to have a watch. You knew which way they went and about what time it was.

Drake's Crossing was south of St. Johns, and I believe it was a mile south of the fairgrounds which would be a continuation of Clinton Avenue. Most all these stations were named from native people that lived along the line like Claytons (Mr. Clayton's farm); then our farm; and then Alward Lake was, of course, the lake; then Schwabs; and Merle Beach; and Drakes was a name of a family.

We went to Lansing. Well, for a city, that was a big city; and Lansing and

St. Johns, that was kind of a treat; and of course, for 52 cents each way, it was cheap according to nowadays.

On the excursions, or particularly the Clinton County Fair which was held south of St. Johns for years, they had these open cars like you'd see in the city. Just a cover over the top and seats, and no sides on them whatsoever. You could get a good view of the countryside when you were riding in that car. Generally, there was two of them—two coaches, I'd say. When they pulled one of those generally for the fair or excursions, they had two coaches. And they had probably other excursions that I don't remember that connected with the Grand Trunk in Lansing and St. Johns. I'm sure they did. We used to take it and go to the connection of the Grand Trunk in St. Johns and go to Pontiac and Detroit on the Grand Trunk when I was young.

We didn't want the interurban to be discontinued because we had this siding that we used for baled hay, and other items. It was just a convenient way to travel. For one person you couldn't travel with horse and buggy to Lansing to St. Johns. It was very economical at that time. I think most people were disappointed when it stopped. Consumers Power had provided the line, every power line down through, and that still stands. But most of the land on the Locher homestead, by the agreement, went back to the farm which was four acres, and most of the other areas I think Consumers Power

did transfer the land back to the farms.

PONTIAC & SAULT STEARNS RAILROAD CO. PASSENGER RECEIPT FOR FARE PAID FOR ONE CONTINUOUS RIDE BETWEEN STATIONS PUNCHED, GOOD FOR THE DAY AND TRIP ONLY.				
Form 1. <i>John A. Miller</i> President				
Lansing				
North Lansing				
County Line				
Briggs				
Bratton				
Moats				
Dunham				
Dawitt				
Town Line				
Clayton				
Lockers				
Barn's Corner				
Schwab				
Locher				
Drake's Corners				
Mertons				
County Farm				
Beaules				
Fab. Grounds				
St. Johns				
			12	14
			20	25
HALF F	5	10	15	20

INTERURBAN TICKET

This is an interurban ticket. Notice the stops which were located at one mile intervals between Lansing and St. Johns. All..... aboard! ■

FIRST LANDOWNERS OF CLINTON COUNTY DUPLAIN, ESSEX, GREENBUSH, AND LEBANON TOWNSHIPS

This data has been abstracted from microfilm at the archives of an early Clinton County land record book, called "Book No. 1." Also listed in the book are names of the first purchaser, purchase date, patent date, and residence of patent holder. In most cases the purchaser and patent holder are the same individual, but in some instances the purchaser (often a land speculator) sold, lost, defaulted, vacated, etc., so that in time the patent actually came into the possession of another. Other townships will be covered in the next issue.

TWP PATENTED TO	TWP PATENTED TO	TWP PATENTED TO
GR Adams, James S.	DU Bennett, Hiram H.	GR Brown, Maria
DU Albro, Albert	DU Bennett, Oliver R.	LE Brownell, John
ES Alcott, Sydney S.	DU Benton, Eli	GR Bryant, John W.
LE Aldrich, Alanson	GR Benton, Eli	ES Bryant, Lewis
GR Aldrich, Norman W.	DU Bigsby, Lyman	GR Budd, Samuel
GR Aldrich, Oliver E.	LE Billings, Alvin	LE Burgess, William A.
GR Alexander, George	LE Billings, Perez	DU Burhans, Dubois
GR Allison, David	LE Blackmoore, Thomas	DU Burk, Rowland
GR Andrus, Phineas D.	DU Blair, Peter L.	DU Burk, William
ES Annis, Marchus	GR Blakley, Jacob	GR Bush, Charles P.
LE Averell, Isaac W.	DU Bond, John	ES Bush, David
GR Avery, Horace	LE Booth, John	DU Butler, William
GR Avery, John	DU Bottum, Nathan H.	ES Campbell, Daniel D.
DU Ayres, Frazee	LE Boughton, Enos	GR Campbell, David D.
LE Bailey, Francis	LE Boughton, Samuel	GR Carpenter, Comfort
DU Bailey, Joseph	GR Bovet, Mary	DU Carr, Simeon
ES Baker, Aaron S.	LE Bradish, Royal	GR Carter, Charles
DU Baker, Franklin	GR Bradley, John	ES Carter, Charles
GR Banister, Eli	ES Bradley, John	DU Carter, Liberty
ES Barrett, John	GR Brenner, John	LE Casler, John P.
DU Beach, Henry M.	GR Brewer, Isaac W.	GR Caster, Horace
ES Beach, Ransom	LE Briggs, Luther	LE Catlin, Nathan R.
ES Bellamy, Ann S.	ES Bristol, Charles N.	ES Chase, John M.
LE Benedict, Harlow	LE Bristol, Charles	DU Chynoweth, William
LE Benedict, Hiram	ES Brooks, Isaac A.	
LE Benham, Milo		

TWP PATENTED TO

DU Clark, James
 DU Clarke, John
 DU Cobb, Henry P.
 DU Coburn, Lucinda
 GR Coffing, Thomas D.
 DU Cole, Herman
 ES Collum, Isaiah
 DU Cook, Addison P.
 ES Cook, Ransom J.
 ES Corning, Lewis
 DU Craven, Robert E.
 DU Craven, Thomas
 GR Crego, Lester
 DU Crego, Loren M.
 GR Curtis, Jerome L.
 GR Daggett, Willard N.
 ES Daharsh, George
 GR Danford, Coleman
 LE Daniels, Albert
 LE Daniels, James
 LE Daniels, Lyman
 ES Daniels, Thompson
 I.
 GR Davies, Robert E.
 GR Davies, William T.
 DU Davis, Miller
 LE Davis, Robert W.
 GR Day, James Briggs
 LE DeLong, Awry
 DU Deane, Walter W.
 ES Dennis, Calvin G.
 ES Dickinsen, George
 W.
 LE Dickinson, George
 W.
 DU Dings, Richard
 GR Doty, Benjamin

TWP PATENTED TO

DU Doud, Jacob L.
 GR Drake, Albert M.
 LE Drake, William L.
 GR Eaegles, Isaac
 GR Earl, Minerva
 DU Eaton, William
 LE Edmister, William
 W.
 DU Eldridge, Judson B.
 ES Eldridge, Lucene
 DU Elliott, Buriet
 LE Ennis, John
 ES Face, Daniel G.
 ES Face, Hosa W.
 ES Face, William J.
 LE Farager, William
 GR Fardon, John
 DU Faxon, Francis
 GR Ferdon, John
 LE Ferris, Reuben
 DU Field, Ira
 GR Fields, Joseph
 GR Finch, Peter
 GR Fisk, Thomas
 GR Fowler, John N.
 ES Fowler, John N.
 LE Fowler, John N.
 ES Fowler, JohnN.
 GR Fox, John C.
 GR Fries, Isaac B.
 ES Frink, Martha
 ES Frink, Miner R.
 DU Fuller, Curtis R.
 GR Fuller, William R.
 GR Fury, Michael
 DU Garret, Benjamin
 LE Gibbs, Clemens

TWP PATENTED TO

LE Gifford, George E.
 GR Gilbert, Amanda E.
 GR Gilbert, John M.
 DU Gilbert, William K.
 ES Gillmore, Robert B.
 LE Gire, Frederick
 GR Gleason, Buell B.
 ES Goddard, John
 GR Godfrey, James J.
 LE Goodwin, Sherman
 ES Grant, James
 GR Grant, Newal
 LE Green, Leland
 LE Green, Norman P.
 GR Greenwood, Daniel
 K.
 GR Greenwood,
 Marvin
 DU Griffith, John
 LE Guitean, John B.
 GR Gunsolly, Nancy M.
 LE Hall, Edmund
 LE Hallock, Horace
 DU Hamiel, John L.
 ES Hammond, Carmi
 ES Hammond,
 Humphrey
 LE Handy, Alonzo J.
 LE Handy, Daniel
 ES Havens, William J.
 LE Henderson, George
 ES Herendeen, Caleb
 ES Herring, Silas C.
 ES Hewitt, Joseph T.
 ES Hewitt, William A.
 DU Hicks, Benjamin Jr.
 ES Hill, Simon T.

TWP PATENTED TO

LE Hill, Thomas O.
 DU Hilliker, John A.
 LE Hoag, Jarvis
 DU Hobbs, Abraham
 GR Hobbs, Larkin
 DU Hogarth, Elizabeth
 DU Holmes, George
 LE Hopkins, Sylvanus
 GR Hoxsey, Darius
 LE Hunter, Charles H.
 LE Ingalls, Chester
 GR Ingersol, Oliver P.
 GR Irish, David
 LE Jaquish, Hazen
 GR Jefferys, Parson
 GR Jefferys, Thomas
 D.
 LE Jenison, Henry
 GR Johnson, Henry L.
 GR Johnson, William
 E.
 LE Jolly, Jesse
 LE Jones, Edwin H.
 ES Jones, Silas R.
 ES Kanouse, Elizabeth
 GR Kanouse, John G.
 ES Kanouse, John Jr.
 LE Kay say os saw
 mic, pie a moo..
 DU Kelly, Martin B.
 DU Kent, Napoleon N.
 DU Kerby, William-
 canceled
 DU Kercheval,
 Benjamin
 ES Killomis, James
 GR King, Nicholas

TWP PATENTED TO

GR Kinney, Asa
 GR Kinney, Peter
 GR Kirby, James
 ES Lake, Arnold L.
 ES Lampson, Miles P.
 GR Lansing, Francis
 M.
 ES Lansing, John F.
 GR Larkin, Isaac
 GR Larkin, Joel S.
 LE Larned, Benjamin
 F.
 DU LeRoy, John O.
 ES Lee, James B.
 DU Leet, Thomas
 LE Lemorandiar, E.
 DU Letts, Daniel S.
 GR Levy, John
 GR Levy, Orzi B.
 LE Libhart, Henry V.
 DU Livesay, George
 GR Livesay, George
 DU Livesay, James
 LE Loomis, Anson C.
 LE Loomis, Henry H.
 LE Loomis, Homer
 GR Lovell, Louis S.
 LE Lovell, Louis S.
 ES Lowden, John
 DU Lowe, Nathan
 DU Lybarger, Henry
 GR Lyon, Harvey
 DU Lyon, Herry
 ES Lyon, Joseph C.
 GR Lyon, Theodore
 LE Makeatoquet, B.
 ES Makettagut, W.

TWP PATENTED TO

DU Malteson, Harvey
 GR Maltoon, Gersham
 P.
 DU Manchester, James
 B.
 GR Manchester, John
 LE Mann, William
 GR Marten, Herod
 GR Marten, Runa
 GR Marten, Triphena
 DU Martin, Henry P.
 DU Martin, Jacob
 ES Martin, Thaddeus
 DU Martin, William S.
 GR Martin, William S.
 GR Mattoon, Gershom
 P.
 ES McCartney, Robert
 W.
 LE McClelland, Robert
 ES McPherson, David
 F.
 LE McReynolds,
 Andrew J.
 DU Meacher, John
 LE Mills, Levi A.
 GR Miner, George
 LE Minish, John
 ES Mitchell, Preston
 DU Monroe, James T.
 LE Moore, Eliza
 ES Moore, Henry M.
 GR Moore, Horace K.
 DU Moore, James B.
 DU Moore, Peter
 GR Moore, Peter
 DU Moore, Thomas J.

TWP PATENTED TO

GR Moore, William F.
 ES Mooris, Levi B.
 DU Moote, William H.
 GR Morrill, Charlotte
 DU Morse, Morgan
 LE Morton, Edward Y.
 GR Moyses, William
 GR Murphy, Thomas
 ES Nash, Almond N.
 LE Needham, Patrick
 ES Nestall, Moses C.
 ES Nestell, John B.
 ES Nestle, Hiram
 LE Nestle, Hiram
 DU Nethaway,
 Ebenizer
 GR Norton, Erastus W.
 DU Obarla, Barnhart
 ES Ocobock, Adam
 DU Odel, James
 LE Oliver, William
 GR Ordiway, Joseph
 DU Orr, Samuel W.
 LE Osgood, Charles
 GR Owen, Daniel C.
 DU Page, George
 LE Page, Stephen F.
 LE Parks, Robert S.
 LE Parks, Robert W.
 DU Parks, Silas L.
 ES Parr, Thomas
 ES Parr, William
 GR Pattridge, Adam W.
 DU Peacock, Nicholas
 GR Peacock, Nicholas
 GR Pearl, Lewis
 GR Pearl, Stephen

TWP PATENTED TO

LE Pearsall, Henry I.
 LE Pearsall, Michael
 LE Pearsall, Seth B.
 LE Penniman, Joseph
 LE Penny, Charles W.
 ES Perin, Edward S.
 GR Perrin, Henry M.
 LE Pettys, Edward
 LE Philips, Ledra
 GR Phillips, Moses
 GR Pierson, Almira
 LE Pierson, Benjamin
 GR Pierson, Walter
 ES Pinyerd, Daniel
 ES Pollard, James
 Glasson
 DU Porter, Sarah H.
 ES Porter, Sarah H.
 LE Rabinean, Allen A.
 LE Rathbun, George
 W.
 ES Raynsford, Carmi
 DU Read, Frederick R.
 LE Reeves, Benney J.
 DU Renwick, John
 LE Reynolds, Isaac
 LE Reynolds, Phileman
 DU Rhodes, Benjamin
 GR Richmond, David
 GR Richmond, Francis
 GR Richmond,
 Frederick O.
 GR Richmond, Herman
 L.
 GR Richmond, Olney
 H.
 DU Rodgers, Stephen

TWP PATENTED TO

GR Rolf, Ryel
 GR Root, Justus Jr.
 GR Rosekrans, George
 GR Russel, David T.
 GR Russel, James
 GR Russel, William
 GR Russell, Nathaniel
 GR Russell, William
 ES Schreder, Elijah R.
 ES Scott, Sarah S.
 LE Seger, Hiram
 LE Sessions, Charles
 LE Sessions, Nathaniel
 DU Seton, James
 DU Sever, Joseph
 GR Sevey, John C.
 DU Sexton, Charles
 DU Sherman, Albert
 GR Sherwood, Isaiah
 B.
 LE Sherwood, Warren
 A.
 GR Silver, Richard
 GR Silvermail, Mary H.
 GR Silvers, Richard
 DU Simmons, David
 DU Sipes, George
 GR Sitts, Harriet J.
 GR Sitts, James
 GR Slate, Henry W.
 GR Slate, William
 DU Smith, Elam
 ES Smith, Francis E.
 DU Smith, Sidney L.
 GR Snead, Marshall
 LE Snead, Marshall
 ES Souers, Adam H.

TWP PATENTED TO

ES Sowle, James Jr.
 GR Spayd, Abraham
 LE Spencer, Abner
 ES Sperry, Noble
 ES Sperry, Philo
 LE Sprague, Caroline
 ES Stebbins, Chancey
 GR Stebbins,
 Chauncey M.
 ES Stebbins,
 Nehemiah D.
 ES Stellson, George
 DU Stevens, Ayres
 GR Stevens, Edwin C.
 GR Stevens, Philip
 GR Stickney, William
 ES Stickney, William
 GR Stiles, Eben B.
 GR Stiles, James
 LE Stoddard, Coridon
 C.
 LE Stoddard, John
 LE Stoddard, Prentice
 ES Stone, Levinnia
 LE Stone, Warren H.
 GR Strong, Niles
 DU Sutfin, John W.
 GR Sutliff, Milton
 ES Terry, Numan
 LE Terwilliger, Abram
 GR Thomas, William
 DU Thompson, James
 ES Thompson, William
 GR Tinklepaugh,
 Charles
 GR Tinklepaugh, Eras.

TWP PATENTED TO

DU Toare, Thomas
 DU Train, Aretus
 LE Trowbridge,
 Charles A.
 LE True, Bradley
 GR Tubbs, Clement
 GR Turner, Stephen A.
 DU Turrell, Catherine
 DU Tyler, Horatio G.
 DU Tyrrell, Orrin H.
 DU Utley, Ephriam H.
 DU VanCleve, Barney
 H.
 LE VanDusen, Sanford
 LE VanNess, Phineas
 ES VanScoy, Rowland
 S.
 DU VanSickel, Ira
 ES VanSickle,
 Cornelius
 DU VanSickle,
 Santford
 GR VanVeghten, Mary
 GR VanVeghten,
 William H.
 GR Vansyckle, Hiland
 H.
 GR Voorhies, Ralph S.
 LE Vredenburg, Henry
 GR Wagner, Casper
 GR Wagner, Jacob
 LE Waldo, Cyrus B.
 DU Waldron, Zebedee
 ES Walker, Charles I.
 LE Wamsley, Lewis

TWP PATENTED TO

LE Wamsley, Lewis L.
 LE Wamsley, Sibbell
 LE Wamsley, William
 DU Ward, Edward
 GR Warner, Edward A.
 GR Warner, John F.
 LE Warner, Lawson S.
 DU Warner, Lemuel
 LE Warner, Lucius
 DU Waterman, Joshua
 W.
 ES Waterman, Joshua
 W.
 LE Waterman, Joshua
 W.
 GR Waters, Truman M.
 ES Watkins, George
 DU Watson, Isaiah
 DU Watson, William B.
 LE Webster, Chancy D.
 LE Weeks, David P.
 DU Wells, James
 LE Wells, William I.
 ES Welsh, Benjamin
 LE Wen to go mish
 GR Westbrook,
 Samuel
 ES Wheat, Luther
 ES White, John
 GR Whitlock, Orange
 ES Wilcox, Henry N.
 ES Wilder, Lansford F.
 DU Wiley, Washington
 G.
 GR Wolcott, Chancey
 S.
 DU Woodworth, Daniel

TWP PATENTED TO

DU Woodworth, Moses
DU Wooll, Henry
DU Woolley, John K.
LE Wright, Isaac
DU Yerkes, Joseph
GR Youdan, James
ES Youdan, James
GR Youdan, James E.

To be continued. ■

GENEALOGISTS TO HOLD ANNUAL PICNIC

On July 13, 1992, at 6:30 p.m., the annual picnic is to be held at the Joan Bancroft home on 5098 N. Wacousta Road. Please bring your own table service and a dish to pass. A program will be presented by Joan Bancroft. ■

PAPER CUTTER ANYBODY? - OR COAT RACK?

Sometimes a paper cutter would come in very handy at the archives. During the

repainting of the DeWitt Twp. Offices the hall coat hangers were removed. Therefore, the need for our own coat rack (small, portable, like a "hall tree") has become apparent. If anybody has either of these devices gathering dust at home or office, would you please consider donating the same for our use? ■

QUERIES

Please send all queries (with SASE) and replies to: QUERY EDITOR, Clinton County Trails, P.O. Box 23, St. Johns, MI 48879-0023.

Submitted by Jane I. **ROBERTSON**: Want information about **PARIS COREY/CORY** who was a resident taxpayer of Clinton Co. in 1850. When did he arrive? Who did he buy his land from? Who were his first two wives, **PATTI ANN** and **CHRISTINE**? Who were parents of **ESTERETTE**

MOSSER, wife of **DAVID R. COREY** and dau-in-law of Paris Corey?

Submitted by Janet **BADDER**: Want information about **PELEG L. SWEET**, resident of Eagle Twp. in 1860, married, lived, and raised 7 children in Clinton Co. His widow, **LUCY (WELLS) SWEET** d the widow of **OSHA HALL**. ■

RESEARCHERS

This patron of the Archives is researching the following surnames:

Dallas E. Page, 2918 W. 7 Mile Rd., Livonia, MI: **Perry, Perrigo**.

Yvonne Gilbreath, 3105 Glendale St., Monroe, MI 48161: **Hill**. ■

RECENT ACQUISITIONS AT THE ARCHIVES

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